RAILROAD

JANUARY 1977

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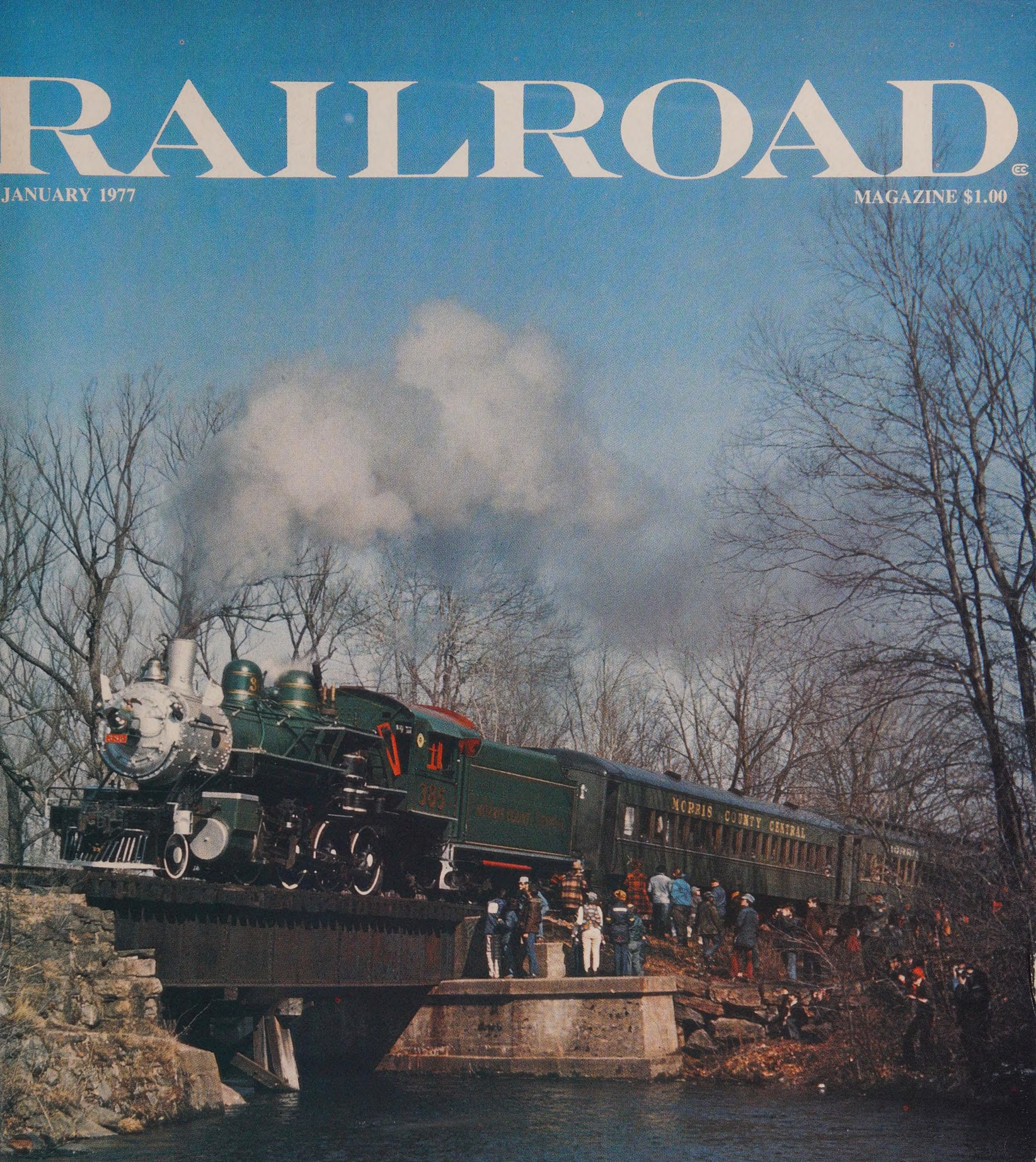

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Adventurous Railroading and Rail Hobbies—Founded 1906

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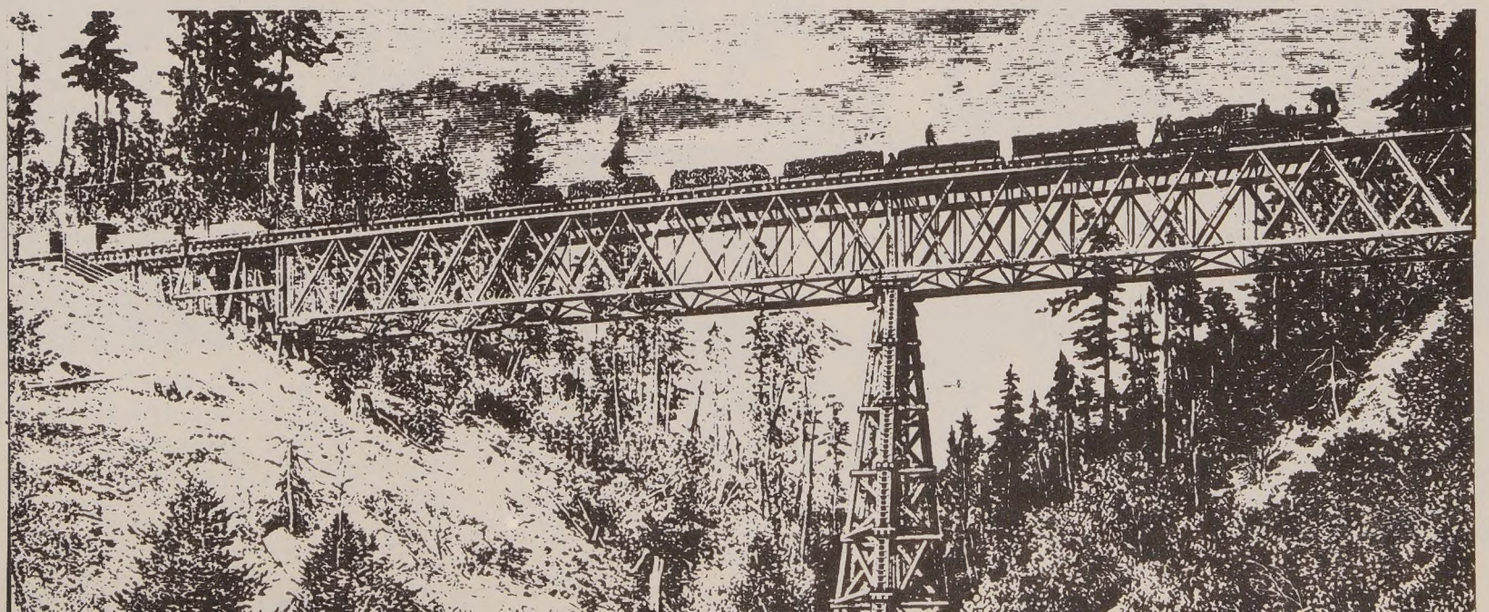
Courtesy of William C. Kessel

Artist's drawing of North Pacific Coast Railroad train crossing Brown's Canyon in 1876.



THE MAIL CAR where editors and readers meet

FRONT COVER shows Morris County Central 2-8-0 No. 385 making a photo run-by about a mile west of Newfoundland, N.J., on February 24, 1974, over former New York, Susquehanna & Western trackage.

Photo was made by Frederick G. Bailey, our *Interesting Railfan* No. 160 (April '76), P.O. Box 299, Chester, Vt. 05143, with a Yashica-D camera at 1/25th, f/8, and Ektachrome 64 film. Locomotive 385, was built by Baldwin in November, 1907, for the Southern Railway. In 1952 she was sold to the Virginia Blue Ridge Railway as No. 6. Eleven years later Earl Gil found the old Consolidation rusting away on the VBR at Piney River, Va., and restored her for use on his Morris County Central, painting her in SR green and gold passenger livery and reviving her original number.

This picture was taken while Fred and his wife, Luanne, were on their honeymoon visiting MCC's first annual Snowflake Special. Another great Snowflake Special is scheduled for February 12th. Fred is 28 years old, currently employed as assistant to the director at Steamtown in Bellows Falls, Vermont. This is his second *Railroad* cover.

Our back cover shows the freshly-painted Delaware & Hudson sharknose No. 1216, Baldwin RF-16, ex-Monongahela 1216 and ex-New York Central 1216, at the Colonie (N.Y.) Shops in 1974. The photo was made in 1974 by *Interesting Railfan* Jim Shaughnessy, 479 8th Ave., Troy, N.Y. 12182. Besides being a top-ranking photographer, Jim is the author of two great books, *Delaware & Hudson* and *The Rutland Road.* Both are consistently good sellers.

Endurance Test of a 2-8-2

REGARDING a piece I wrote on the endurance test of Frisco 2-8-2 No. 4113, December issue had a photo. In the fall of 1922 the Frisco ordered 50 locomotives from Baldwin. These were to be the first 4100 class 2-8-2's and the first 1500 class 4-8-2's. They engines were built with as many interchangeable parts as possible, including boilers, cabs, and even tenders. I never before heard of a road doing this with freight and passenger locomotives. The first order was equipped with Baker valve gear.

My father ran this engine on one of her trips between Memphis, Tenn., and Armory, Miss. If memory serves me right, he said a small prize was offered for the engine crew which used the least coal. The test was run with both manifest and drag freight. The 4113

Fred A. Stindt, 978 Emerald Hill Rd., Redwood City, Calif. 94061

With flags and bunting, woodburner Central Pacific No. 60, Jupiter, ex-V&T 12, Genoa, thrills thousands as she steams outside newly-built replica of CP station in Sacramento of the 1870's on Sept. 25, '76. Fred A. Stindt, chairman, Pacific Coast Chapter, Railway & Locomotive Historical Society, was principal speaker at the dedication ceremonies, representing first unit of Calif. State Railroad Museum complex to be opened. The chapter had twelve historic pieces of their own rail equipment on display. R&LHS membership will see exhibit at 1977 meeting.

ranged between Kansas City and Birmingham Ala., covering 7,350 miles without once dropping the fires! At the end of a run she was lubricated, coaled, filled with sand and water, and sent out on the first freight leaving.

The test lasted 25 days. No. 4113 used 5,250 tons of water and burned 676 tons of coal. At the end of the test, the grates were in perfect shape. That averages out at 10.87 miles per ton. The light weight of engine and tender was 207 tons.

I'd like to send you a picture of one of the later 4100's and 1500's that used Walschaert valve motion. Due to the clearance, the air tanks couldn't be mounted under the running boards, so they were mounted atop the boilers of both class engines. If you compare these two, you will see that without the gold striping and different wheel arrangement they are almost identical.

I've been reading *Railroad Magazine* since 1933, having found my first copy of it on the *Hoodlum*, a train which carried Illinois Central crews from the South Memphis yards to the Nonconna yards; and I have been a faithful reader ever since.—Herman L. Wilson, 13 Washburn St., Gloversville, N.Y. 12078.

The Personality Parade

A BOY has been arrested for having killed Kenneth Podlewski of Battle Creek, Mich., a Grand Trunk Western fireman, by throwing a bottle through the cab window. His name is withheld because of his age, 13. The kid is an elementary school student who lives on Chicago's South Side, not far from the GTW tracks. He admitted drinking beer with his buddies before the quart-size bottle was hurled.

"I just wanted to knock out the train's lights," the suspect told police as he was charged in a delinquency petition with involuntary manslaughter.

Police said they questioned 300 youths in their investigation, including eight who had known of the incident. The case was broken open when a young traffic violator agreed to trade information with police after his arrest.

FOR FIVE DAYS two runaway young boys, locked in a cross-country railway freight car, lived on celery soup. The kids were found at the Santa Fe yard in Clovis, N.M., where they banged on the freight-car doors and yelled for help until someone investigated. They were found hot and tired of soup but otherwise were in good condition.

The two, Melvin Austin and Make Padaett, both 13, had run away from home in Santa Ana, Calif., because of an argument with their parents. They boarded the train at Santa Ana and then somebody locked the car without knowing the stowaways were inside.

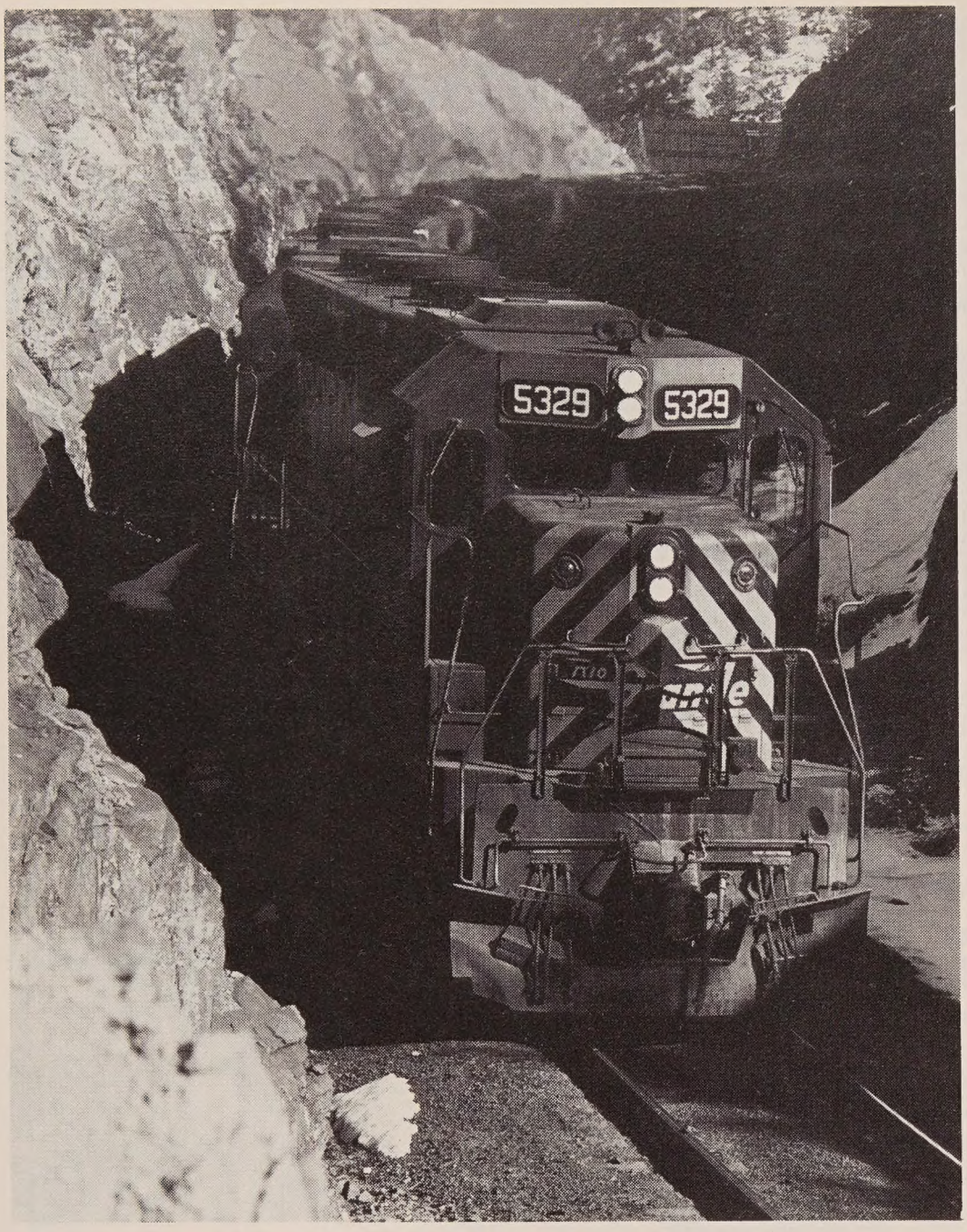
"This lad really knows his railroading, but I just wonder would he be happy with the Central State Lines?" Drawn by Joseph Easley

Luckily there were several gallons of celery soup in cans in the car and they found a knife to open the cans.

SOO LINE switchmen Tim Plockinski and Mike Johnson prevented what could have been a tragic situation when they alerted residents of an apartment building to a fire danger in Schiller Park, Illinois. Tim and Mike were working in the yard one night when they noticed a fire in an apartment building adjacent to Soo property. They quickly notified Yardmaster Ron Ekeberg, who called the Fire Department. Then the two switchmen climbed over a fence, ran to the apartment building, and pounded on doors to wake up the residents.

The men put themselves in greater danger when they knocked the door down to the apartment where the fire had started and entered to search for residents. They were forced out of the apartment when smoke and flames grew too great to withstand. Afterward, Tim and Mike returned to the yard and completed their shift.

MARY ALICE O'KEEFFE of Hagerstown, Md., is believed the first person to spot an error in a Bicentennial Freedom Train exhibit. She noticed that her namesake, the artist Georgia O'Keeffee, had her name spelled with only one "f" on the placard beneath her painting "Black Place I." Gloria Bonneville, spokeswoman for the train, said it was the first time a visitor has caught a mistake in one of the exhibits, which have traveled 21,540 miles through 44 states in the last 1½ years. The error has since been corrected.



Like a gigantic snake, Rio Grande mainline freight No. 81 comes out of Tunnel 18 and coils through 40-foot cut near Crescent, Colo., in March, 1976.

Richard Loveman, 1238 Krameria St., Denber, Colo. 80220

"I MAY be the only railroad man living who worked before the 16-Hour Law took effect in 1909, as I started firing on the CB&Q at age 16 in 1907," C.C. Rogers, 11102 10st St. No., Largo, Fla. 33540, writes in the *Locomotive Engineer.* "In 1907 an engineer on through freight got $5.60 per 100 miles, while a fireman was paid $1.75 for a 10-hour day. I was the Burlington's first rank-and-file engineer to qualify for diesel power. In 1944 I served as pilot on the *Twin Zephyrs'* first trip from Chicago to Aurora, which had 44 sets of human twins aboard. I've reached age 85 and have enjoyed my relationship with the BLE."

BILL ROGERS doesn't consider himself a hero, but you'd have a hard time convincing Mr. and Mrs. Al Burnett of Longview, Wash., that he isn't. How else could they feel about a guy who risked his own life to save their two-year-old daughter, Paula Jean, after she had wandered onto railroad tracks and sat down in the path of a loaded Weyerhaeuser log train. Rogers, a conductor on the train, leaped from the front while engineer Fred Wheeler was stopping it, grabbed the child by an arm, and threw her to safety as the engine skidded past them. Neither the little girl nor Rogers was injured. Thanks to Henry R. Rorman of Longview for sending us this news.

BILL WITHUHN'S illustrated features in *Railroad* on "The World's Largest Active Steam Locomotive," "Firing up the Blue Ridge," "Amtraking Across the Country," and "Life in the Cab at 90 MPH" have evoked a lot of enthusiasm from readers who want more of them.

JOHN A. HELLINGS of Jersey City, N.J., member of Div. 53 of the Brotherhood of Locomotive Engineers, really likes to run locomotives. He runs them all week and then spends his weekends running a locomotive. The only difference on the weekend is that it's for fun and it is a steam locomotive. Old No. 148 of the Whippany-Toonerville Railroad at Whippany, N.J. is a light Pacific which belonged to one time to the Florida East Coast Railroad. Called the "Train to Yesterday," it operates Saturdays and Sundays from April to the end of October.

John operates Metroliners and the only remaining train with a Railway Post Office on ConRail between New York and Washington, reports *The Locomotive Engineer,* but on Saturday mornings each season he puts on rough-duty working clothes and heads for his steamer. The 148, he says, "stands from Monday to Saturday morning without a fire, so on Saturday we start firing her up at about 9:30 a.m. to operate on our first run at 1:00 p.m."

TERRY COLLINS of Mountain Home, Ark., a Missouri Pacific conductor, age 26, had a narrow escape the other day when he accidentally fell from his caboose about 75 feet into the White River. As the train headed into Cotter to change crews, part of it stopped on the bridge.

"I got out of the caboose for some fresh air," Terry says, "and the next thing I knew I was in the river!"

The water was 8 or 10 feet deep, but Terry, only slightly bruised and scratched, swam ashore. The news came to us from W.D. ("Bill") La Barreare, Rte. 1, Three Brothers, Mountain Home, Ark. 72653. Bill is a locomotive engineer, age 33, on the MP's White River Division.

"For the past two years," he tells us, "the 150-mile line from Cathage, Mo., to Cotter, Ark., and the 125-mile line from Cotter to Newport, Ark., have been undergoing modernization and getting heavy welded rail. We now have the new CP-38-2 type of locomotive in common service, while the latest EMD GP-15-1 of 1500-hp design is now arriving so that many of the old reliable GP-7 to GP-9 engines can be retired or given lighter duties. Just recently I saw an EMD GP-15-1 only five days out of the plant at LaGrange, Illinois—about as new as you can get.

"Among our new brakeman hired is Miss Vickie Coleman, age 22, of Mountain Home, the first female to join our ranks as 'trainman.' At least in our part of the country the MP is very much alive and earning a profit.

"I have been lucky many times. In 1973, for example, our crew survived after hitting a rock pile under the White River cliffs while making 49 mph. Last October, again on the White River side, as engineer I rounded a curve at 30 mph to find a wooden trestle on fire from end to end only a short time after an opposing train had passed over it. With less than half a mile to go, I put my 114-car, 7800-ton train into full emergency and prepared to join my

brakeman in jumping onto a right-of-way littered with new ties awaiting installation. However, the train stopped only a few car-lengths short of the bridge. After the bridge caved in, I had to back a mile and a quarter to Cotter, 52 miles away, in darkness and in river and mountain country—a feat in itself.

"Last July a tourist helicopter saved a northbound MP train from a burning bridge near Bronson, Mo., by nearly sitting down on the engine with some daring acrobatics. A month later the hero pilot snapped a rotary blade shaft while landing, which nearly killed him and actually took the lives of his passengers."

Awards to Rail Magazines

MAINE LINE, employee publication of the Bangor & Aroostook, won top honors, while Canadian and Mexican publications were among other winners in the Association of Railroad Editors' annual awards competition, announced as a highlight of the ARE's 54th annual conference in Boston on September 23rd. *Maine Line* won the award for overall excellence, an honor it had previously captured in 1973. The magazine is edited by Richard W. Sprague of Bangor, public relations vice president for the Maine-based railroad.

Canadian National Railways' French-language employee newspaper, *Au Fil du Rail,* edited by Pierre Giguere of Montreal, won the graphics award for publications with a newspaper format. A companion graphics award for magazines was won for the second straight year by Union Pacific's *Info,* edited by James Beck of Omaha. "Story of the Year" honors went to the Spanish-language magazine, *Ferronales,* published in Mexico City and edited by Manuel A. Bayardi, director of public relations for National Railways of Mexico.

The award for best overall news coverage of "a union, company, or the railroad industry," was won by the Association of American Railroads bimonthly *Information Letter,* edited by J. Ronald Shumate of Washington, D.C. *Labor* newspaper, edited by *Interesting Railfan* Ruben Levin, also of Washington, was the winner for "excellence in the use of opinion articles."

The award for outstanding achievements in the area of labor-management relations was won by *The Signalman's Journal,* published by the Brotherhood of Railroad Signalmen and edited by Robert W. McKnight of Mt. Prospect, Illinois. Honors for "best job by a one-person publication" went to *Texas Railroads Magazine,* edited by James Banks of Austin, public relations director for the Texas Railroad Association.

"Photo of the Year" awards—presented in 1976 for the first time—were won by the Chessie System's *Chessie News,* of Cleveland, for a black and white photograph made by assistant editor Ron Hess, and by Pullman Standard's *Carbuilder,* of Chicago, for a color photograph made by Don O'Barski, manager of graphics for Pullman, Inc.

Our Monthly Newscast

SOME $200,000 in Confederate money turned up when the Illinois Central Gulf was clearing out an old office in Chicago. Possibly an Illinois Central official stashed it away more than a century ago. The ICG sold the bundle of 4,000 bills to employes at below collectors' prices, making about $8,500 on the deal.

THE FAMILIAR red flashing lights at rail grade crossings are out of date for today's high-speed traffic and should be replaced with xenon flash lamps, similar to those used in photography, according to the Research Transportation Board. The Board said the alternate red lights at 41,600 of 223,000 public crossings are easy to overlook if the motorist is not directly in front of them.

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A $2 MILLION automated freight-car cleaning facility, the first of its kind for covered hopper cars, is now in full operation at Southern's Brosnan Yard in Macon, Ga. A year in construction, the new facility is capable of processing about 70 cars per day. A waste-water treatment plant—built specifically to operate with the cleaning facility—pre-treats waste water coming from the cleaning operations before it is released into the city sanitary system. The new cleaning unit greatly improves the railroad's ability to supply customers with the clean cars required for various commodities.

CHESSIE SYSTEM has launched piggyback service between the East Coast and St. Louis, with second-morning delivery in both directions. The new trains, which run daily except Sunday, offer expedited service for trailers and containers with wheels.

GRAND TRUNK WESTERN has spent $2.1 million in the Tri-City area of Bay City, Midland, and Saginaw since April 1, 1976, mainly on track rehabilitation to improve service. The road acquired 75 miles of former Penn Central and Ann Arbor trackage and facilities in that area during the reorganization of six Northeast bankrupt railroads into the 17,000-mile government-backed ConRail.

PRODUCTION picked up sharply at Bethlehem Steel's plant in Johnstown, Pa., in mid-October as work began on a Louisville & Nashville order for 1,000 hopper cars of 100-ton capacity. Final deliveries are due in January. The Johnstown plant also is building 475 low-level piggyback flatcars for Trailer Train.

UNION PACIFIC plans to spend $160 million for new equipment this year. The program includes 90 locomotives and 3,079 freight cars, also 200 ballast cars for track maintenance and 315 auto racks for flatcars. Previously the railroad placed an order for 1,200 jumbo covered hopper cars, 900 of which were delivered last fall for the grain harvest.

MILWAUKEE ROAD plans to file a motion with the ICC to shake out the information it needs from the Burlington Northern to file a merger application the Commission will accept. The last petition was turned down as incomplete. Meanwhile, BN has refused to cooperate with Milwaukee's request for the data. BN has made it clear that it opposes taking in the Milwaukee.

BELFAST & MOOSEHEAD LAKE, a 33-mile railroad in Maine, owned chiefly by the city of Belfast and the town of Brooks, is the first in the nation in its classification, under the Regional Rail Reorganization Act of 1973, to receive a Federal grant of $812,278 for rehabilitation. General Manager Wilfred Hall says the extensive roadbed repair project will be done over a two year period.

The B&ML operates one round trip freight train Monday through Friday between Belfast and Burnham Junction, where it connects with the Maine Central. The average train length is 15 cars. Extra trains are operated on the rare occasions when traffic warrants it.

B&ML was founded in 1867 and became operational in 1870. Belfast and Brooks own all the common stock in the road and the majority of preferred stock. As many as 100 individuals still own small amounts of preferred stocks. The line reverted to the City of Belfast in 1926 after some 54 years of operation by the Maine Central. Belfast owns 3,604 shares of the common stock and Brooks owns 200 shares.

Views and Reviews

WHAT ABOUT toilet and washing facilities for locomotive engineers? Or should I say engine and head-end crews? A yard engine has no toilet facilities on it at all. And the fact you are working within a yard does not mean that facilities in or around the yard are available. A tour on a yard engine can last up to 12 hours with absolutely no such facilities being available.

An engineer can be run as long as five hours and 40 minutes before getting a meal period, but we have outlaying jobs where we take our meal period in a remote area away from facilities. This often does cause problems in this matter.

Road engines and road jobs, yes, we do have toilets on our road engines, but they are usually located in a very tight space, difficult to get to, hot or cold depending on the weather, not ventilated and without exception filthy, unsanitary, and not fit for human use. In this area I have yet to see a toilet properly serviced or cleaned.

While underway it is difficult, if not impossible, to use the toilet, also unsafe. With present track conditions, it is very difficult to sit on a toilet. Washing facilities? *None!* Unless you use the drinking water cooler to wash in, which is not sanitary at all.

You could stop, get off, walk to the caboose (couldn't let the trainmen pull your train by), and use the facilities on the caboose. There you find a roomy toilet, clean, towels, soap, and a sink. Now, I'm not writing this as a grievance, just a little food for thought. While other crafts are getting toilet facilities I wish someone would give the locomotive engineer some consideration.—M.C. Nussbaum, 103 Drusilta Lane, Vicksburg, Miss. 39180, in *The Locomotive Engineer.*

THE GLAMOUR of railroading for locomotive engineers and firemen passed out of existence when we went from steam to diesel. I know, as I was there, from 1911 to 1957 on the mainline (Mohawk Division) of the New York Central.

Talk of coal smoke being injurious to a person's health is a lot of hokum. Almost all locomotive engineers and firemen lived a good, long, normal life after inhaling coal smoke and dust most of their lives and were a reasonably happy and contented lot.

I am 84 and still only a boy compared to many brothers who are nearing 100. Diesel fumes kill more men than coal dust and smoke ever did. It was a joy to lean out of a cab window frame and watch the drivers turning over at anywhere from 20 to 80 and 90 miles per hour.—C.A. Peterson, 106 Jamesville Rd., DeWitt, N.Y. 13214, in *The Locomotive Engineer.*

Canada Heard From

DISENCHANTMENT with Canadian National is spreading throughout Nova Scotia and Newfoundland because CN has yet to take the leadership role it could in boosting development in that part of Canada. The Atlantic provinces are hard hit by the federal restraint program on transportation subsidies.

"Subsidy cutbacks are unfair to a region that needs transportation for development . . . now we see transportation retarding development rather than aiding it," says James Morgan, Newfoundland's minister of transport.

As far as Atlantic Canada goes, CN talks of cutbacks and reduced service rather than vigorous efforts to encourage and promote new business.

IDENTICAL TWINS Bill and Murray VanAlstine joined Canadian National at the same time, became locomotive engineers together, and both piloted passenger trains between Niagara Falls and Toronto. On Sept. 26th they shared the cab of a locomotive to make their retirement run after 34 years of service with CN. The brothers have been confusing their supervisors since they joined the railway in 1941 and sometimes received each other's pay cheques or were given credit for assignments handled by the other. They claim that in their teens they once swapped girl friends—and weren't discovered. Both are married, with two children apiece.—James A. Thurston, 22 Heywood Ave., St. Catherine, Ont., Canada L2M 2M8.

WINTER 1976

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Overseas Railroading

DEEP UNDER Martin Place in Sydney, New South Wales, Austraila, the N.S.W. Government is spending $1,500 a day on the Eastern Suburbs Railway that may never be finished and may never see a train, reports Al Mann, P.O. Box 3, Drummoyne 2047, N.S.W., Australia. The future of this project will be determined by a three-man board of review. The government appointed this board after Transport Minister Cox had claimed that completion of the railway would cost $230 million—three times the 1967 estimate!

Meanwhile, the state government is trying desperately to find a use for six specialized cranes that the former chief of the Public Transport Commission, Phillip Shirley, acquired at a cost of $4 million. The cranes were bought against the Commission's advice. They are now ready for delivery, even though there is no use for them. Mr. Shirley also refused to accept advice that his plan to establish a huge freight depot near the Queensland border was impractical. The six cranes were bought specifically for work at the depot, which is unlikely ever to be built.

A COMMUTER train smashed into the rear of an express train stopped for a red light east of Johannesburg in South Africa, last September 6th, killing more than two dozen persons and injuring scores. Screaming women and children poured from the wrecked trains. Witnesses reported seeing torn human limbs along the tracks and said there was blood everywhere.

Rail officials said at least 29 were dead and more than 70 injured in the collision. One newspaper put the death toll at 35. The officials ruled out sabotage.

Rescue workers and firemen hacked at the twisted metal to free trapped survivors and search for more bodies. The express train, bound for the Mozambique capital of Maputo, had stopped at a red signal at Benoni, 30 miles east of Johannesburg, when the commuter train hurtled down the rails into its rear. The high-speed impact almost telescoped the express train's rear coach, which was carrying black workers to a segregated township at Benoni.

Mathews Mashabane of Johannesburg was in the second coach of the commuter train when it struck the express. "A woman sitting opposite me who had been looking out of the window started screaming and then I was flung halfway down the length of the coach," he said. "The next thing I remember was standing next to the train looking down at a severed arm in the dust at my feet.

The engineer of the commuter train and a ticket examiner were killed instantly. Ambulances from five towns, joined by motorists, ferried the dead and injured from the scene.

Orient Express Is Doomed

RAILFANS know that the once-fabulous *Orient Express* has been fragmented *(Orient Express, Direct Orient,* and other names) and is now a very ordinary heavy-duty two-class train which does not nearly approach the modern conveniences and comfort of *TEE* and similar international expresses.

Interesting Railfan Bill Kessel of Hamburg, N.Y., rode two segments of it last August. One was the *Balt-Orient* from Prague to Budapest. The Czech official tourist agency CEDOK sold him a ticket and a seat for two kinds of currency. This sale took about an hour. Bill noticed that he held a ticket to Budapest, Hungary, which was his destination and the extent of his visa, and a space ticket to Bucharest, Romania. After a half-hour he got a refund in two currencies and the proper documents for another dual payment. Bucharest is on the same line but is overnight beyond Budapest.

"It was a very fair ride," Bill reports. His compartment carried a charming

Meet
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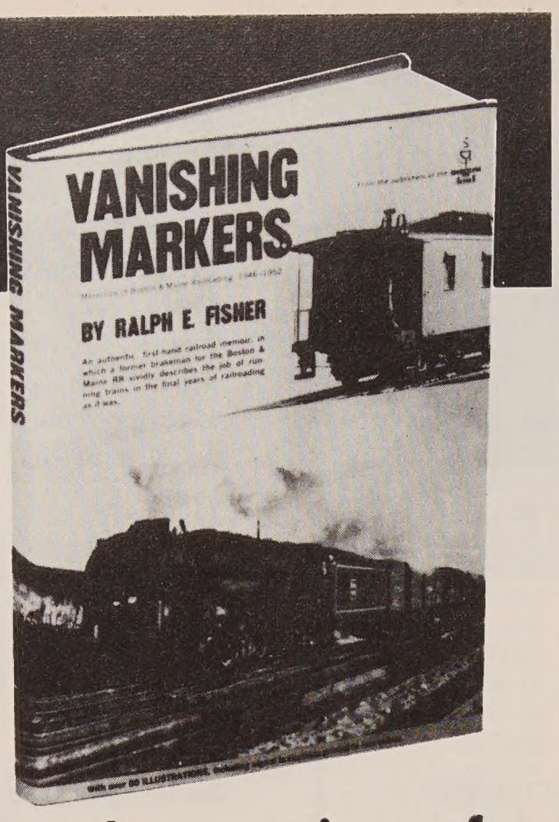

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Czech woman who spoke excellent English and was most helpful to him as they passed a number of steam locomotives along the electrified route.

In the Czech dining-car he heard English spoken and greeted a trio with, "Do I hear a North American voice?" A young man responded, "I'm glad you said North American, because we're from Montreal." The third passenger he greeted was a girl from Bratislava, familiarizing her new friends with that city's attractions.

The *Orient Express* itself was standing in Budapest for servicing. Bill's reservation was in a West German car, and a Midwesterner was helpful, as he was going to visit his wife's homeland and knew some Hungarian. Compartments for six offer many conversations with English-speaking natives and visitors from North American, Japan, Australia, and so on.

"The German car made me realize I had arrived near home," Bill tells us. "Unlike some cars of Eastern Europe, the toilet in this one had been scrubbed till it shone, and there were towels, soap, and toilet paper, and water. The Hungarian diner was cut off at the border too early for lunch, but waiters brought beverages through the first-class cars. At the Austrian border the officials greeted passengers cheerily. Eastern European officials were correct, but formal; there was no problem with language or passports. That Budapest-Vienna lines was also electrified, as are most mainlines in Eastern Europe. North American roads can't afford electrification, but Eastern European nations apparently consider it a good investment for a poorer area."

This historic train of films, legend, spies, and diplomats is ending its long Istanbul-to-Paris run to become a museum piece next summer. The former plush express began running in 1883, rose in splendor shortly after the turn of this century, then saw its fame slip away after World War II. Since 1962, the train has served only as an overnight sleeper devoid of glamour.

Finally, last fall, an international conference of 26 railroad companies of Europe decided to leave the train off the international railway schedule at the insistence of several cost-conscious West European railroad companies.

It seems ironic that the decision to scrap the *Orient* took place at Buda, Yugoslavia, a balmy Adriatic port that has no railroad station. The railroad executives had to choose between planes, buses, automobiles, and ships to get to the conference.

The latest and presumably the last effort to revive the splendor of the famous train was made last summer, when a number of international celebrities were persuaded to take the trip as a publicity stunt. But the celebrities

Giant model railroad layout is what Burlington Northern's 250-acre $43.9 million classification yard at Minneapolis, Minn., looks like from 1,500 feet. The new facility's computerized traffic control system, which processes up to 3,000 freight cars daily, has cut 18 hours off the time required to sort and dispatch the average carload. This has eased the burden on other BN yards from Chicago south to Kansas City and north into Montana. Even the hacks have a track of their own.

didn't get to use the luxuries made famous in novels by Ian Fleming, Graham Greene and, of course, Agatha Christie—thick rugs and heavily draped tables covered with rich foods and lit by red lanterns.

There were no obscure countesses traveling incognito to be seen on that trip, no spies in high-collared overcoats, no slinking murderers. The celebrities' biggest moment came when they were welcomed during an early morning arrival in Belgrade by a blaring, high-decibel brass band of Serbs offering the local specialty, a high-calorie cheese-and-egg pie.

By the time the train reached the Bosporous, a number of the jet-set passengers had abandoned their efforts to act out the romances of the mystery books. They took the first available flights home, swearing allegiance to jet planes.

The European railroad men have decided to introduce new expresses—the *Pushkin Express* connecting Belgrade and Moscow, and another to link the north of Europe with Mediterranean ports. But those will cater to people seeking the sun and sea, not mysteries and fogbound Balkan stations.

Murder on the Orient Express no longer is making the rounds—not even in neighborhood movie theaters—but the film continues to haunt travelers. Hardly a week goes by that someone doesn't write or call for information about how to take a ride on that once-fabled train.

Bill Kessel sums it up: "The *Orient Express* today is just another train. Even five years ago, when I first saw it, the string of passenger cars looked very ordinary. Planes obviously have done it in, and border formalities cause long delays unlike crossings in Western Europe and U.S.-Canada."

AS WE GO to press, news comes of a "cornfield meet" between the *Direct-Orient Express,* en route from Athens to Paris, and a commuter train near the northwestern Yugoslavian city of Ljubljana, the capital of Slovenia. Eighteen persons were killed—14 passengers aboard the commuter train and four engineers and assistants in the cabs of both trains. Another 40 persons were injured. All the dead and injured passengers were aboard the three-car local train, carrying commuters to offices and factories in Ljubljana.

The 16-coach *Direct-Orient,* which succeeded the original Istanbul-Paris *Orient Express* about a year ago, went through a red signal in dense fog as it pulled into a small station outside Ljubljana shortly after dawn. The electric locomotive and the mail car on the express overturned. The impact knocked one of the three cars of the commuter train on its side.

The Yugoslav rail system is notorious for its high accident rate. More than 700 persons have been killed and about 2,000 others injured on it in the past five years. Yugoslavia's worst rail disaster occurred Aug. 30, 1974, when a train jumped the tracks in the station at Zagreb, killing 153 persons.

Cleaning up Wrecks

THE ONLY good thing about derailments, says the Illinois Central Gulf magazine *Keeping Track,* is "how fast we can clean them up." Few events bring as many railroaders together for fast decisions and action as train accidents. Report of a collision or derailment sets forces from diverse departments into motion in a manner seldom seen otherwise.

If passengers or crewmen are injured, emergency vehicles must be directed to the scene. If hazardous commodities are leaking or burning, extraordinary procedures must be followed. If other trains are moving toward the accident site, they must be stopped or detoured. Train dispatchers find themselves with a whole new railroad.

Operating, mechanical, and engineering personnel must be summoned, along with special agents, claim agents, and the men and machinery of outside cleanup companies. Corporate relations personnel must prepare to deal with the news media. Local, state, and sometimes federal agencies must be notified.

The railroad marshals its forces in almost-military fashion. Tactics are complex, but the objective is clear—get the track back in shape for train movement as soon as you can.

Reaching that objective represents the positive side of an otherwise negative situation. This is where qualities traditional among railroaders come into full view—decisiveness, good judgment, willingness to work hard and long, and above all, knowledge and experience. There's no clear plan written out in a manual for handling train accidents. It doesn't have to be spelled out. For the railroader, it's instinctive.

The first non-crewman to hear of a train accident is usually the dispatcher for the area where it happens. DS usually hears from the train's engineer or conductor, or maybe from a local operator. He informs the chief dispatcher for that region, and the planning begins.

"The first thing we do is try and see exactly what we've got on our hands, and that will determine what way we move," said Norm Tutwiler, north region chief dispatcher. Dispatchers must know immediately if there are hazard-

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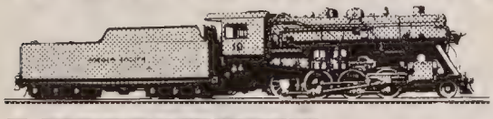

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ous commodities in the derailed cars. They learn this from the conductor after he checks the train's waybills. If that's not possible because of injury or communications problems, the facts are available from a copy of the consist in the dispatchers' office or from the computer. When necessary, the dispatcher or chief dispatcher will also arrange for ambulances, if crewmen cannot.

After determining the contents of the derailed cars, as well as how many cars and/or locomotives are ditched, the chief dispatcher is ready to report to the transportation superintendent and then notify the division super. The latter notifies his own personnel such as the division engineer, master mechanic, track supervisor; special agent, freight claim agent, and the trainmaster nearest the scene.

Depending on where and when the accident happened, many of these people may already be aware of it and on their way. They are essential members of a large, rapidly assembling force. Another part of that force is the ever-ready private cleanup company, usually called in by the division superintendent to work with its bulldozers along with ICG cleanup crews.

Back in the central dispatching office, the communications process continues. Corporate relations man are informed so they can provide reliable information to news media and correct erroneous reports that often circulate after serious train accidents, especially when hazardous commodities are involved.

Also to be notified are the state commerce commission, and, depending on circumstances, state environmental personnel, federal bureaus, and Amtrak. Meanwhile, the chief dispatcher and other operating officers in the central office concentrate on trains.

"We have to decide what to do with the derailed train, if its engines can move," Tutwiler said. "We usually let the front end continue, and we call in the nearest local to move the back end out. Then we have to think about the other trains that will be affected."

Dispatchers must determine what trains, already on the way or scheduled to move, will be affected by the derailment and what must be done with them. They stop highballing trains and either re-route them or hold them. Trains scheduled but not moving may be annulled.

If the derailment is a major one that blocks important main lines, decisions about affected trains may require a high-ranking operating official such as the general manager of transportation. The economics of re-routing, holding, or annulling certain trains must be thoroughly considered. Other trains involved are those needed to bring in a derrick or track materials.

The next thing on the chief dispatcher's agenda is to get out a preliminary wire report as soon as possible. This is a summary including a list of derailed cars and contents. Later, the division involved issues an "all concerned" as a follow-up with complete details.

With cleanup operations under way, the dispatcher monitors the situation so he'll be ready to resume train movements when the track is open. He must know in advance when to have crews called and when to have trains start moving, so service can proceed immediately when the track is opened. ●

During a week last fall Green Mountain R.R. was operating with a borrowed B&M Geep, GP-7 No. 1555. The GM daily train to Rutland is seen crossing the deep gorge at Brockways Mills, Vt., on the crisp morning of Sept. 30, 1976.

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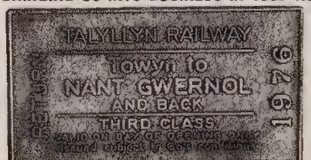

The narrow gauge TALYLLYN Railroad in Wales was built in 1865 by Lancashire, England cotton merchants putting money into slate when they could not import sufficient cotton during the American Civil War.

The Preservation Society, the first ever, rescued the railway in 1950 and helped continue the record of 111 years unbroken railway service with the two original steam locomotives and five original carriages which are still in regular service.

On 22nd May, 1976 the railway opened its new terminus at NANT GWERNOL following years of volunteer labour and a special "Edmonson" type ticket was produced to mark the event. The ticket, presented to principal guests, is now available in a presentation pack with a copy of the bilingual Welsh/English programme of events at $10 post paid from:

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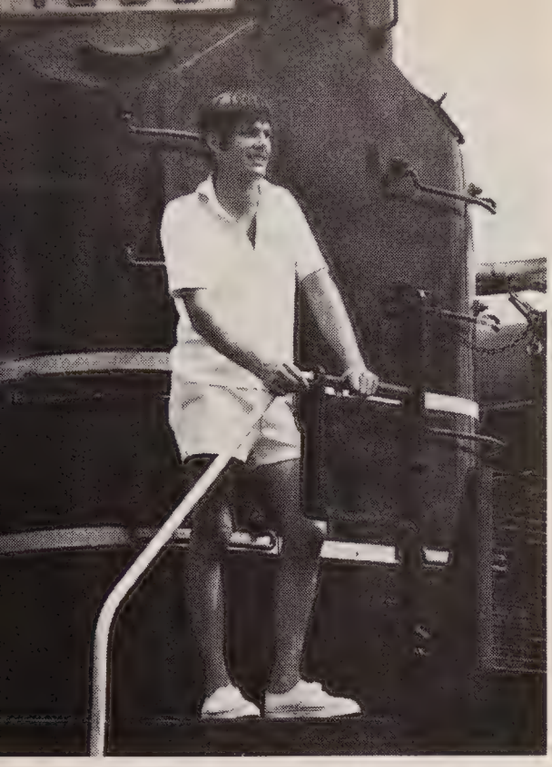


Fred poses on a Seaboard Coast Line Alco DL-701 at Wildwood, Fla.
Mike Robbins, Pinellas Park, Fla.

Interesting Railfan 169

FRED CLARK, JR.

by Freeman Hubbard

ALTHOUGH he was born in New York City on December 11, 1936, Fred Clark, Jr., grew up in upper Ridgewood, N.J., with his parents and an older sister, not far from the Ho-Ho-Kus station of the Erie's four-track main line, over which his father commuted to an oil insurance office in New York.

When Fred was very small his nurse often led him along a woodland path to lofty cliffs overlooking the railroad and there the two of them would sit waiting for and watching the trains. Now and then they'd descend the steps to the tracks and visit the old freight and passenger stations. Fred remembers the pair of banjo signals that used to stand at the crossing. It gave him the creeps to watch a spooky long arm stick out with a red light swinging back and forth while a bell clanged intermittently, and then, after the train had gone, pull back into hiding again.

Fred's dad also took him there occasionally or to a bridge above the tracks or to the Ridgewood station. These sights, sounds, and smells of rail operation planted the seed for the present write-up.

Later, when our future railfan was in the second grade, his family moved to a point near the New York, Susquehanna & Western high iron. He recallsd that on winter days he'd catch sight of trains approaching from afar through a frame of bare trees. He remembers too, but vaguely, the handsome Pacifics he saw in Ridgewood on the Erie about 25 years ago and the steam trains he rode at times to visit his parents' relatives in Austin, Texas.

Many a day he'd pedal a bicycle through Erie underpasses in Ridgewood. He'd see well-filled commuter trains roll in from the big city and stop at the local station; and the block signals go through their color changes, and he began to study and understand how they worked. (His bike, incidentally, was probably the first one of its kind in town: an English three-speed affair with hand-brakes. Later he acquired a similar type Schwinn.)

But he didn't get along too well in public school, being a bit cantankerous; so in 1950 he was sent to a private school in Avon, Connecticut, for five years. He still thinks its headmaster was one of the finest persons he has even known.

One day, while walking back to school from the town of Avon, he noticed the insulated boxes and the wires running to the rails near highway crossings. He realized then that train-wheels "shorted out" the rails sometimes, thus protecting automobiles. He also learned that all you needed to do the same thing yourself was a piece of wire, and at times over the years he demonstrated this.

One night in Ridgewood, just for a kick, he used this method to give a commuter train a red signal, then let it go on after he had proved his point! What he did was a violation of law, but plenty of teen-agers do much worse.

ASIDE FROM TRAINS, Fred learned to ride a motor scooter at age 13, four years before he was legally old enough to do so, and developed a passion for automobiles. His first car was a 1932 Chevrolet costing $10. But that was only the beginning. Before reaching the venerable age of twenty he had owned 28 autos, and what he learned about being a mechanic would fill a small book.

Our hero was reckless in those days. His Studebaker became a "wrappee"—that is, it would wrap itself around poles, trees, walls, and such.

"Some friends and I would take it out and hunt things to sideswipe or smash into," he admits. "I recall hearing a lady scream one day as I wailed through a left turn into an auto underpass in Ridgewood, crashed into its right wall, and finished up with a blast into the left wall!"

Oh, the follies of youth! But somehow, Fred Clark survived. He kept his Studebaker out of sight at home behind bushes in the back yard. His father discovered it, however, badly banged up, and blew his top and said it had to go. So, after a final night of numerous "wraps" the wild teen-ager drove his car to a junkyard and oblivion. The man there said it was the second worst-looking car he'd ever seen driven in.

Fred has never smoked nor drunk liquor, but more than made up for it with his rash-driving obsession. After installing a motor in his second "Studie," he smashed its radiator in a "minor" accident, which idled the car for a couple of weeks. At length he paid some guy a buck for fixing it after a fashion, and sat at the wheel again.

"It's hard to describe my satisfaction at getting that vehicle back together," he says, "starting her up, just sitting there for thirty seconds listening to the motor, and then—*here we go again*!"

"Trying her out?" a friend inquired.

"Sure," said our future *Interesting Railfan*. "Care for a demonstration?"

Historic event at Atlanta. Ex-Southern Pacific 4449 about ready to highball out of Southern Railway's Peachtree Station Aug. 28, 1976, with railfan excursion to Washington, D.C., to pick up AFT.

Photograph by Fred Clark, Jr.

The weather was warm at Hollywood, Fla., July 17, 1976 as late-running Amtrak southbound *Silver Star* with locomotive 544 on the point gets greeting from youngsters.

After the *Daylight* left Atlanta, Fred stayed around to catch southbound *Southern Crescent* with a 180 mm 2¼" telephoto from way back at Peachtree depot underpass.

Both photographs by Fred Clark, Jr.

He did, and thus began a series of demonstration rides. "They were almost unbelievable," Fred confesses. "You should have seen me take a corner on high gear. But," he adds, not too convincingly, "I was really alert and drove her carefully. First I'd make sure no kids were in the area. Nor parked cars. Then, having a clear view of the scene and ready to ease down in case of emergency, I'd give her all she was worth. If I should blow a tire, spin out, roll over, or run into a pole or a tree, that was my hard luck. But to hit a human being, a parked car, or personal property—no good!"

After many bizarre "demonstrations," our juvenile speed maniac sold the car. By that time she must have rated a lot of purple hearts. Fred had put a bit of wear on her and was beginning to fear he'd go to jail if he didn't get rid of the Studie; so he got rid of her.

We don't know how all this helped Fred to become a railfan, but at least it shows his interest in transportation. And just for evidence of demonstration rides, he began taking photos with his dad's 2¼x3¼ Zeiss. What evidence he could have shot with a movie camera was something else again. His one big regret is that he never did learn how to whip a car into a 360-degree spin, but maybe it's good he didn't. Come to think of it, Fred wouldn't have lasted very long if he had used this technique in highballing a locomotive.

IN THE FALL of 1925 Fate intervened by sending him to Florida Southern College in Lakeland. By that time he had acquired his 25th car, a 1955 Thunderbird, which he still has. He'd become obsessed with quarter-mile drag racing, and his 'Bird was a fast runner. Down in Florida he found it easy to participate in several such "strips," or races. His Thunderbird made good time, he tells us, both on the strips (legal) and on the street.

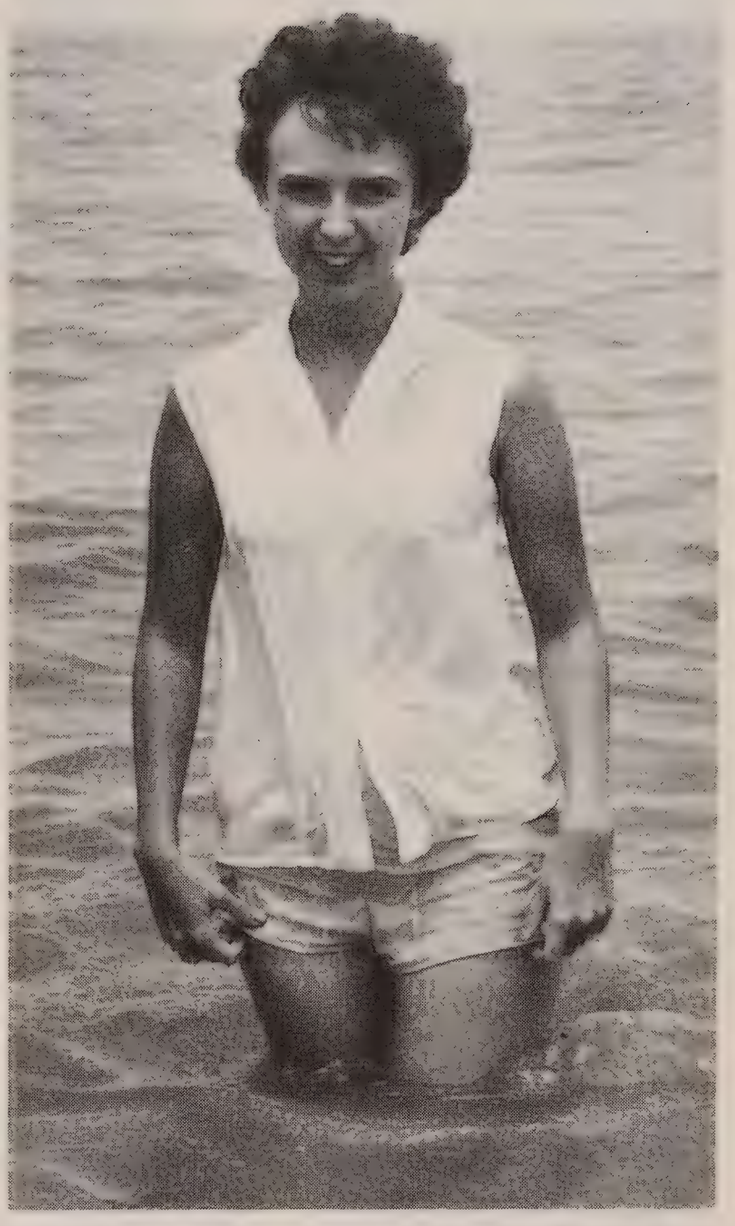
After Fred had dropped out of college and gone into the U.S. Army his interest in drag racing increased. While in service, he ran at strips in the area to which he was assigned, but had to drop this sport temporarily when he served overseas. At the height of his craze, he had two cars, the 'Bird and a Chevvy six-cylinder. He had built several motors for the 'Bird, which was a consistent winner. So was the Chevvy, with a rebuilt engine which really turned on.

After 146 wins, Fred found it was getting harder and harder to compete against specially prepared cars which were towed or trailered in by guys putting most of their weekly pay checks into the racers. Besides, at that stage, he had begun to prefer trains. So in 1966 he bowed out of drag racing altogether.

Back home in Ridgewood, he became fascinated by a Lionel standard-gage layout his father had bought: a 400E *Blue Comet* set, a 402 passenger set, a 391 freight set, a roundhouse and turntable, Hell Gate bridge, a weighing scale, and so on. Now and then over the years Fred has had fun tinkering with it, also with an O gage set and additional pieces. But one Christmas time in the mid-fifties his interest waned and he sold the whole lot.

Our hero riding his 1½" scale 7½" gage Ten-wheeler at Maitland, Fla., October 6, '76. Locomotive used to be fired by coal, but now operates on propane for power.

Photograph by Howard Audibert



Fred's pretty wife Sandy wades in Atlantic Ocean at Redington Beach, Fla., in Aug. 1958, just before he entered U.S. Army. They had been married a little over a year.

Photograph by Fred Clark, Jr.

"Three things I wanted most of all," he recalls, "my good-looking wife, a 1955 Thunderbird, and a live-steam engine—and I still have all three."

As a college freshman he met a cute hazel-eyed brunette named Sandra Lee Stark, who weighed a slim 90 pounds or so and was then a senior at Lakeland High School. She and a couple of girl friends had been driving around. Two of Fred's room-mates stopped them and opened a conversation. One fellow called our hero down from his room to see what they had corralled.

"Sandy caught my eye real quick," he tells us, "but at first she balked at dating me because she had heard of my wild reputation with cars and supposedly with girls also. Shortly afterward, however, we began dating, and I was sorry when the time came for me to go back to Ridgewood.

"The old home town just wasn't the same as it had been. Things seemed stale. My friends were scattered and most of all I missed Sandy. Phoning her now and then, I was overjoyed to learn that she missed me too. Finally, I couldn't stand it any longer. Packing my things on New Year's Eve in 1956, I drove non-stop down to Florida . . . and Sandy. We got married on June 15, 1957. That was five days after she graduated from high school and five days before her 18th birthday."

They now live at 312 Mariva Avenue, Clearwater, Fla. 33515, and have two sons and a daughter: Scott, aged 16; Teri 11, and Tracy, six. The first son was born in Italy when Fred was serving Uncle Sam and living with Sandy. They also have a miniature dachshund named Heidi. Fred is 5 feet 10½ inches tall, is well built, and weighs 161 pounds. His hair and eyes are brown. He works as an electronics inspector and technician for Honeywell at St. Petersburg, thanks to the six months course in radio and communications repair that the Army gave him. Daily, when he gets home from the job, he changes into comfortable tennis shorts and a tennis shirt.

HE HAS WON various sporting events, awards for photography, and a photo contest conducted by the Tampa Bay Chapter of the National Railway Historical Society, of which he is a member. But Sandy is no railfan, preferring arts and crafts as a hobby.

In his early years Fred had been a model railroad enthusiast. He got back into it by buying sets for Scott and operating them himself. After Teri's birth the family had to move to a new address because their first home was not large enough for the model trains, which by that time had been put into the closets and corners, into the garage, and elsewhere. The home in which they are now living had what used to be a servants' quarter, a 22x13-foot building at the rear, which Fred uses as a "train house."

By 1969, according to Railfan 169, he had the finest post-war Lionel tinplate collection in Florida, if not the entire South, all of which he kept clean and in good condition. Fred did his own repair work, rewiring and sometimes refinishing. He has the ability to completely disassemble such items and put them together again without anything to guide him except his own mechanical know-how.

One day he bought a huge load of disassembled locomotive parts. After wading through the lot, he built some of it into a handsome boiler and cab which looked as if Lionel had manufactured it that way. Later on, he came across an actual Lionel engine of the same type. Comparing it with what he had put together, our subject found they were identical, even down to the last screw!

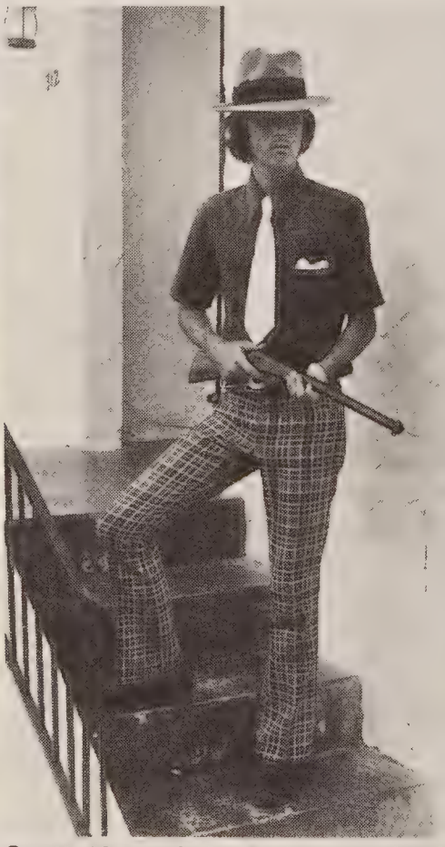
"I built up my collection from scratch," he says proudly, "and with very little money involved. I also sold 'Christmas sets,' etc., made up of my excesses and duplicates, which I'd go through and clean up. Besides selling stuff, I earned extra money by doing repairs. I used to advertise for 'Trains Wanted.' Sometimes I came home with a car full of tinplate from buying out a deal."

IN TIME, however, he got so fed up with it all that he suffered tension headaches. Then he bowed out, just as he had done with college and strip racing, and sold most of his tinplate collection to pay for his new love, live steam. What really started him on this was an ad he placed in *Live Steam* magazine in 1970. Someone in Tennessee answered it. Driving up there in his station wagon, he brought back a coal-burning Ten-wheeler of 7½-inch gage and 1½-inch scale. The fellow he bought it from had done a superb job on the running gear, showed Fred how to run it, and threw some good coal into the bargain.

"For the next two years," No. 169 tells us, "I spent much time, thought, and headaches on it. For one thing, I have always liked to keep my equipment clean. Soot and ashes from the coal really got me. Forgetting my ashpan cleaning rods one day, I had to clean the pan with an air-hose. Ashes flew in all directions, completely enveloping the engine and tender. With all that mess to clean up, I thought I'd collapse on the spot. But I painstakingly rebuilt the ashpan and put a hopper on it. In time this coalburner caused me so much work and tension that I converted it to propane fuel, doing so with equipment costing me only about $35; and I have been happy with it ever since.

"But although I have had the

Teri (driving) and Tracy are caught in a surprise shot as they come around house on mower last summer. Teri doesn't mind mowing every now and then.



Scott, 16, ready for action one day last fall after watching a TV re-run of Elliot Ness and *The Untouchables*.

Photographs by Fred Clark, Jr.

track, ties, etc., nearly ready for several years to be laid in my yard, I haven't laid it yet, mainly because rail photography has now become my major hobby. Meanwhile, off and on over the years, I had taken a fling at model planes, but we'll skip the details, because *Railroad* is not an aviation magazine."

In the fall of 1957 Fred took Sandy on a sentimental journey. He drove her to the scenes of his early boyhood. Then and there he made his first railroad photo, showing a commuter train wheeled by an Alco RS. He shot it from a bridge near Ho-ho-kus. His second rail photo had a train running in the opposite direction. He did not realize then that this bridge and the S-curve near it had been favorite train-photo spots for years.

But not until 1972 did Fred Clark begin taking a serious interest in railroad photography. This interest was fanned by reading *Railroad Magazine* and other publications. One of his first railroad books was *Locomotive 4501,* by David P. Morgan, which Sandy gave him for a Christmas gift, prompted him to take photos of the Southern 4501 at Jacksonville. Thereafter he was "hooked" on railroad photography. Not satisfied with the sharpness of detail he was getting with a Zeiss, Fred bought an old Minolta twin-lens reflex.

"Well," he says, "the first roll of film through this made the old Zeiss look silly. Besides its sharpness, the Minolta had an unusual depth of field from six feet to as far as you could see. Then in January '73 I got another twin-lens camera as a spare and put the Zeiss away for good."

Later, he met J. Howard Audibert, of St. Petersburg, who is not only a great rail cameraman but one of our *Interesting Railfans* as well.

"Howard showed me some of his photos, including some beautiful 8x10's published in *Railroad Magazine*, and I was impressed," Fred recalls. "He suggested sending my own pictures to magazines, which I did and some were accepted. I give him credit for this idea."

HOWARD COMMENTS: "If anyone is more particular than Fred Clark or works harder to produce each finished print, I don't know who he is. Fred is so fussy that he spends an incredible amount of time striving for perfection. Every print of his that I have seen has a crisp professional appearance. Each one is meticulously numbered, dated, and filed. Unlike my own wife, Blanche, Fred's wife accepts her husband's railroad pastimes but is not a railfan herself. No doubt he misses her help in an avocation he finds important. Fred is an interesting guy, pleasant, gifted, fun to be with, and having a lively sense of humor."

And Blanche writes: "How Fred can seem so 'normal' (for want of a better word), when he is really unique, I'll never understand. He has boyish good looks, a wide smile, often a lock of hair falling over his eyes like the portraits of Napoleon, a slender athletic build, and more handsome legs than most of the women I know. He's very particular, too. While showing us some of his rail photos, he'll toss one away abruptly with his favorite critical comment, 'Garbage!'

"He carries a five-foot folding step-ladder in his station wagon to enable him to shoot pictures over the heads of railfans milling around a locomotive or train. This ladder has become the trademark of his. It shows the lengths to which he'll go for better camera angles. His appetite for 'different effects' produces unusual pictures. Once he filled his station wagon with some kind of flammable gas vapor and set it afire. He got his photos, then extinguished the blaze, leaving his car none the worse for wear."

Fred's favorite rail photographer is Richard Steinheimer. "Dick's photos have meaning," he tells us. "They put you right there. And beauty. Dick doesn't give you stereotyped three-quarters views. I'm sick of such views. You see a lot of them in the early railbooks and still see them in some periodicals.

"When I sense the possibility of a good picture I will do what is necessary, within reason, to get it. I don't worry about an editor having to answer some armchair

Fred had final success in getting this shot of northbound SCL freight with 1560 GP-40 at Trilby, Fla.

Photograph by Fred Clark, Jr.

gas bag who, upon seeing a photo, fires off a smug letter about supposed safety. He wasn't there: he didn't take the picture. Let him rave!

"In my photography I try to see things a little bit different, put in the extra touch that some photographers miss. I have sat and studied a scene and have moved the camera in as little a space as an inch or two in order to get the finest result. And with dark-room technology I can often achieve what I want, working up a piece of art which couldn't be done in the form of a straight print. I don't mean 'phoney it up;' I mean presenting it at its best.

FRED HAS HAD photos published in our magazine, in *Trains, The Lensmen*, and *Live Steam*, among others.

"What bad habits do you have?" we asked him.

"I don't know of any," he replied, "but Sandy says rudeness and meanness."

Our own criticism of Fred Clark is ultra-generosity in sending us material for this article: 53 hand-written 9x10" pages! It's mighty good material, but there was too much of it to sift out and rewrite for publication. On top of this we received a dozen pages of comments on Fred from his friends and relatives. He has been disgusted with some of the rail-girl shots published in our magazine. So have we. But we can't always get the artistic kind we desire.

"I like to shoot the girl and not necessarily the train, as my main subject," he says. "If someone doesn't like that concept, well, it's too bad. There is more to photography than just trains."

Sometimes Fred is riding without a camera, or hasn't time to take a picture he envisions at a certain place, and he goes back to it later for a shot.

"One day," he reminisces, "I liked a certain setting and had been photographing a Seaboard Coast Line track crew changing switch points at Owensboro, Florida, near Trilby. I asked the foreman when trains ran there. He said the scheduling was rather loose, but a long freight usually passed around five p.m. On my way home I stopped by the Dade City station and the 'op' there confirmed it. Going back to the area, I took a few pre-planned photos there and then set up for my shot.

"I have a wooden stick, or bar, that I made and on which I mount both of my twin-lens reflexes so I can make black-and-white and color shots simultaneously if the occasion warrants it. The rig can either be hand-held or tripod-mounted. You set up the cameras, look through one range-finder, and shoot them off as you see fit. Well, I set up my rig on the tripod, checked out light readings, etc., and waited. And waited. But no trains.

"An absolutely beautiful scene, the right light, the right shadows, the wildflowers and freshly-manicured roadbed just right. I waited an hour. Still no train. The scene gradually changed as the sun lowered. I thought: this is the kind of deal where you pick up and go but just as you leave, the train comes. I'll wait it out.

"Another half-hour passed. The sun dropped lower, the colors changing. Hell with it! I've been here long enough. The train probably broke down anyhow. I put the rig back into my car. Then I started to drive home, but decided first to check out the block signal down the track just to see what it said. It was orange! That meant . . . I heard a rumble behind me. There it was, coming around the bend out of the trees! I stood there helplessly and watched it go by. That was one I really lost. (However, I did catch that shot a few months later. Conditions weren't quite so good then. The slide is a bummer, but the b&w is nice.)"

FRED IS FAR from conventional. According to James R. Herron, an official of Robert Most & Associates, Inc., of Tampa, Florida: "His sense of humor can be bizarre. When an old television set of his broke down beyond reasonable repair, he hauled it to the attic window, made sure nobody was on the driveway below, and dropped it down, recording the crash on his motion-picture camera for posterity. On another occasion he pieced together enough three-rail model railroad tracks to reach across the street in front of his home and connected it to his 110-volt house current. Then he placed Marx locomotives on the track, one by one, to see if they could cross the street before automobiles ran over them!

"Fred is also straightforward and honest. He will tell you his opinions in no uncertain terms and with a great sense of responsibility. He does not mince words. Incidentally, your November issue features a front-cover photo he made of a 2-8-0 Baldwin being unloaded for our Orange Belt Railroad. Also a full-page girl shot of Fred's on page 3 and a half-page girl picture of his on page 35."

His father-in-law, F.L. Stark of Lakeland, finds our *Interesting Railfan* "a stickler for perfection, especially in projects he works out for himself." Mr. Stark adds: "Sleep, rest, food, etc., go lacking until he finishes the project. But he does have a hasty temper, which cools quickly, and I've never known him to hold a grudge. He keeps my daughter Sandy happy and she loves him. That makes him OK with my wife and me."

"Being a professional photographer myself," writes Gret Fight of Tallahassee, "I recognize the quality and craftsmanship of Fred's pictures and, more importantly, his knowledge of and feeling for his subject matter."

Another friend, Glenn Davis of Montpelier, Vermont, tells us: "Fred Clark has a meticulous mind and a lot of patience. It seems that whatever field he jumps into he gives it his very best. And he likes to do things spectacularly, such as burning his family Christmas tree, right after the holidays, on the sidewalk in front of his home. I remember seeing it burst into a beautiful flame and I wondered how soon the local police or fire department would come screeching up."

No. 169 owes a lot to his friend Mike Robbins, a photographer who kept on top of what was supposed to be the best in equipment and technique.

"He'd pass on to me what he had just read or heard about or tried out himself," Fred reports, "such as new cameras, enlargers, lenses, strobe lights, chemicals, papers, and so on. The old Minolta and a second Federal enlarger that I bought from Mike were a combination hard to beat. But I became aware of a need for a telephoto camera for long trains or distant shots, and I couldn't stand the taper of a locomotive taken up close.

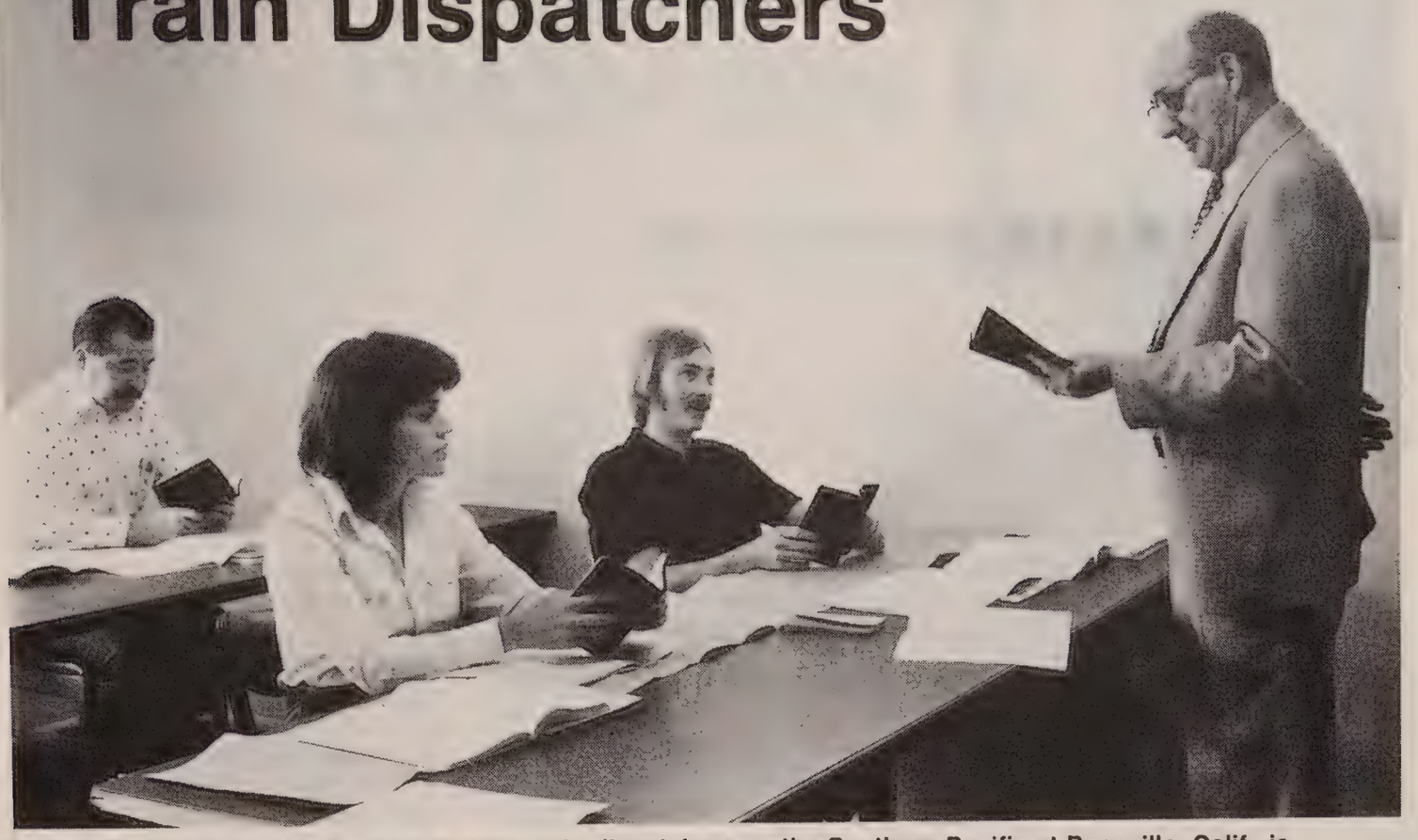
"One day Mike told me about an 180-mm lens available locally for $100. I bought it, adapted it to an old 2¼" twin lens body I already had, and it really works. It

"Photography gives me keen pleasure. I like to go out in early morning while everything is quiet to see the sun rise and the lighting and scene change in both shadows and color is an experience never to be forgotten. I enjoy trains, but there doesn't have to be a train on the landscape. Sometimes just the lonely track fading into the distance is enough. A train comes, I shoot it, and go on; but the beauty of the scene remains in my mind. It may even be better without the train." ●

Lynne Ritchie of St. Petersburg with hogger Ed Most.

Photograph by Fred Clark, Jr.

Train Dispatchers

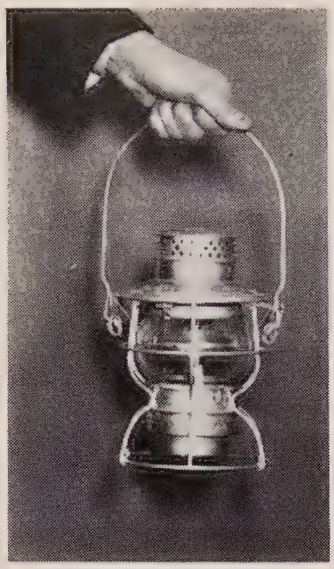


Conducting rules class for student train dispatchers on the Southern Pacific at Roseville, Calif., is district training officer D.H. McClintock. The students are (left to right) train order operators Rex Trim, Jr., Mrs. Jean E. Duckworth and Darrell W. Moore. Any comment from retired dispatchers?

Bob Ottman, editor of Southern Pacific Bulletin

ConRail Photo Communications

Assistant chief dispatcher Clyde Keator (right) discusses a train movement situation with Kenneth E. Smith, general manager of the Metropolitan Region. Composed of the Hudson, Harlem, and New Haven commuter lines, this region is operated by ConRail under contract to New York State's Metropolitan Transportation Authority and Connecticut's Department of Transportation, providing 500 commuter trains and carrying 142,000 passengers daily into and out of famed Grand Central.



LANTERN IN HIS HAND

by Harry Bedwell

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MEL HATCH was trailing the trainmaster through the Gloria yard in search of a job, and doing it more impetuously than a boomer trainman, out of most points west, usually looked for work.

Commonly, boomers maneuvered themselves into employment reluctantly, but unreasoning ill luck at poker with some enginemen, strangers to Mel, had put him in a predicament. He had to work at once to eat.

A switchman said he'd last seen the dinger, meaning the t.m., over by the shanty. Mel wandered that way, and there among the lines of rolling stock and fretting switch engines, he met Bill Lowden cruising the yard, also on the hunt for the trainmaster and a job. Bill was another roving brakeman, on the drift, whom Mel had worked with in the bleaker stretches of Montana.

"A yardmaster I worked for in Pocatello," Bill said, "gave me a letter to Ward, the trainmaster here, which ought to set me in on this Monte Line."

"You couldn't add a little to that note so it'd read a job for you and me both, could you?" Mel inquired hopefully.

Bill considered Mel's stub length—the snug build that could bounce like a rubber ball, the dust of freckles across the short nose, the guileless spark in the bland blue eyes. Then he scrutinized the flaming red of his topknot.

"That hair of yours is against you," Bill regretted. "A redheaded boomer brakeman hit the Monte Line a while back, and in two weeks he'd borrowed three hundred dollars off Ward and the boys, and stole four good gold watches."

Mel said that wasn't extraordinary.

"Wait," Bill cautioned. "That was just prior to his setting the general manager's private car adrift in the yard, with the Old Man asleep therein, and just subsequent to eloping with Flossy, the hasher, who knew just how Ward wanted his eggs scrambled so as to be easiest on his ulcers."

Mel agreed that winning the affections of a good hasher was competent, yet not miraculous. As to the general manager's private car, Bill said it had been parked in the middle of a siding, on a grade, and they needed the space to stow cars temporarily. Ward had bled the auxiliary reservoir to release the air, and had sent the redheaded stinger aboard to man the hand brakes and let the car down gently, so as not to wake the Old Man.

"While Ward was bleeding the air," Bill mourned, "the redhead stepped into the pantry of the private car, and the first thing he found was bottled liquor." Bill measured quart sizes with his hands. "He didn't notice when the car began to move. And then he found a cold chicken in the icebox."

BILL BROODED. "The private car took off across the yard, and it chased two switch engines off the ladder. It ducked across the main line ahead of the limited by about six short inches, and it'd been going yet if the Old Man himself hadn't woke up and stopped it in his nightie with the hand brakes."

Mel admitted this might have left a bad impression.

"More than that," Bill said. "The Old Man gave Ward another chance for his job, just a slim opportunity to redeem himself. Ward is as superstitious of redheads as a Pullman porter is of black cats. And yours is sure scarlet. Was I you, I'd not cross his path," he declared.

"I can't stop eating because of the color of my hair," Mel pointed out reasonably, and trailed Bill through the web of sidings.

They found trainmaster Ward checking the rip track. He scanned Bill's epistle briefly, then scribbled a rejoinder at the bottom and handed it back.

"Take it to my office," he ordered. "The clerk'll fix you up."

Mel set his stub length in the way of the dinger and made his bid. "Mister," he said politely, "can you use another good stinger?"

A stinger, of course, was a brakeman, so called because the initial "B" in Brotherhood of Railroad Trainmen suggests a certain insect that makes honey and stings its enemies.

Ward stared at him with disillusioned eyes. An expression as if he had a minute ago tasted hemlock drifted across his glum face. His eyes dilated as the red topknot flickered in the sunlight. With a quick sweep of his arm, he skimmed the hat over three strings of cars.

"When you find it," he suggested, "you just keep on going."

Mel scrambled over the drawheads, recovered his hat and overtook Bill by the yard-office door.

"Hey!" Bill protested. "After that, you'd better make yourself scarce."

"It won't take up any time I'm otherwise needing to see do you get the job," Mel explained, and followed Bill up the stairs.

The trainmaster's clerk was a little more than average harassed. He glanced at the note Bill offered and tossed it at the overflowing wastebasket. He gave Bill Lowden a handful of questionnaires you have to answer when you make application for employment.

Mel held out his hand.

"What for?" the clerk scowled.

"Same thing," Mel said. "I'm going to work too. I'm with him." He indicated Bill.

"I thought that order said for only one man," the clerk objected. He glanced at the scrap basket. A hopeless job to search that rubble. He handed Mel the forms.

THE HIGH PEAKS flowed with the scarlet of sunset as Seventy-two, a mixed freight, hauled out of the ladder onto the main line. Mel Hatch closed the switch and tossed a highball and swung onto the caboose.

Conductor Dodd said, "The general manager's special is headed this way tonight, and Ward's back and out on the line to see it don't get in any trouble. He's mighty concerned about it, 'cause it means his job this time sure, if the Old Man has any misfortune."

Mel crawled into the cupola. The day he'd taken the sneak examination and got his name up on the run board, Ward had been called up the San Leon branch to supervise extra service, and the trainmaster wasn't yet aware Mel was working for him. The joke was on Ward—up to the time when he'd discover that fact.

The crewmen hadn't been benevolent, especially those who had been nicked by that other redheaded stinger. They'd pestered him a good deal, and they were gleefully awaiting Ward's return to see the dinger blast Mel clear over into Nebraska.

Far out in front, the hard beam of the headlight cut a sharp wedge into the dark. They rolled down a long grade into the valley and stopped on the main line at Crossways to do some switching.

Bill Lowden was working the smoky end, because Mel's application had gone in first, which put him one notch higher on the board. That had made him slightly unfriendly too. Bill brought the engine around to the stock pens to snag two double-deck cars of sheep. But the herders hadn't yet persuaded the last of the woolies into the upper compartment of the second car, and Mel took the engine down to the elevator to pick up a car of grain, leaving Bill to hurry the loading.

He backed out into the main line, and while the engineer was still shoving briskly, Mel signaled him to stop, and uncoupled the car to let it roll down on the train. It was his first switching job here, and he didn't realize there was a slant to the main line.

The engineer had supposed he would back the car down on the train with the engine; and when he got Mel's stop sign and saw the car roll away from him, he gurgled his whistle and kept on backing. At the speed the heavy car of grain would develop on the grade, it would go halfway through the train when it hit.

Mel Hatch got the idea. He hung onto the grab-iron at the rear of the tender while they chased the car down the main. It was tight. They caught the car and coupled on. The hogger choked her down, and Mel streaked up the side of the car and twisted the brake. It came to a hard coupling, but it didn't break anything.

The collision nearly knocked Mel off his feet, and he dropped his lantern overside as he taggered and clutched to regain his balance.

One of the town's urchins, a sand-lot first baseman, was standing just below. Automatically, he caught the lantern as it descended upon him, and he tossed it back to Mel on top of the car.

It was a bright episode in the kid's life, but not otherwise remarkable, except to trainmaster Ward, who was privately observing operations from the distant dark of the station platform. As the car thundered toa coupling, he stamped forward to apply a stiff rebuke for an awkward piece of switching.

Then the lantern streaked down from the top of the car. That meant to him that the brakeman had fallen off and likely broken his fool neck. But immediately the lantern leaped lightly back to the top of the car—a weird performance. No trainman he'd ever met could fall off the top of a car and then jump right back again. He approached Mel cautiously as the brakeman came down the ladder. Gingerly, he took the glim from his hand and held it up to his face.

Mel's startled grin widened over his countenance as he withstood the scrutiny.

"Who," demanded Ward, "are you?"

"Don't you remember me?" Mel chided, and stretched his grin.

"If you shut your big mouth," Ward blew up, "so I can see your face, I'll find out if I recollect you."

Mel relaxed his smile. Ward wasn't ready for what he saw. Blindly his hand groped and removed Mel's hat. The scarlet crest glinted in the dim light. The trainmaster flinched.

"I don't know how you sneaked into service," he mumbled, "but—"

THE ENGINE came back from the stock pens and shoved the two cars of sheep down on the train. Mel recovered his lantern and his hat from the dinger's unresisting hands, and ran forward to make the coupling.

Seventy-two headed out of town. Ward, standing beside the rolling cars, broke out of eerie speculations and swung onto the caboose as it came by. The shock of that nearly caused Mel to miss the grab-iron as the crummy came to him.

On the back platform, Ward inquired guardedly, "Did you fall off that car and then jump back on it again?"

Mel regarded him dubiously. Then Ward's deduction exploded in his mind. A brakeman and his

lantern are inseparable. The trainmaster believed the stinger was attached to that one when it made its aerial round trip.

"It's a kind of delusion," Mel explained glibly. "A Hindu magician showed me, one time when I was skipper of a circus train."

Ward took a long swallow. He drew back as if he'd come too close to something supernatural.

"Yeh," conductor Dodd jeered, "but that medicine man ought to've showed you how to charm snakes, too, so you'd not be scared to make the inspection at Visalia."

That brought up another unpleasant condition. Brakemen had to inspect their trains at Visalia, and the crewmen who had persecuted Mel claimed that rattlesnakes liked to sleep in the warm cinder ballast along the sidings. Sensing another fraud, Mel had hooted at this, till one night, touring along his train, he had seen something wriggle under a car. It could have been a rattler. He hurried the inspection.

Then those tormenting associates had wrapped a huge dead bull-snake around a switch-stand when they knew Mel would be the next to open the switch. They had tied its head to the padlock, and Mel's hand, reaching for the lock, had nearly touched the deceased reptile before he glimpsed it by the light of his lantern.

They said Mel let out a whoop that had sent the Indians off their reservation on a rampage. They claimed he had hit the ground only twice within the hundred yards intervening between the switch and his locomotive.

And Mel wasn't sure they didn't speak true. He felt now that he would jump clear over a boxcar if anything wriggled in the dark while he was touring along the cars. He climbed into the cupola and goaded his mind into fantastic schemes to avoid the impending inspection.

WARD AND DODD mumbled together below. They dropped off the rear end when it cleared the main line in the Visalia yard and crossed to the station. Mel closed the switch and caught the caboose as the train moved into the siding.

His mind oozed hallucinations of fat rattlers curled up comfortably, waiting to be stepped on. It reeled with ideas, and then steadied and focused as his desperate eye caught on a bamboo fishing pole hanging to the wall of the caboose. It was the property of conductor Dodd, an inveterate angler. Mel considered it warily.

He took it down and maneuvered it through the front door and leaned it against the top of the car ahead. He climbed on top. He tied the lantern to the line and held it dangling over the edge of the roof, then reeled out till it hung knee high above the ground alongside the train. He moved forward over the tops, the lantern traveling placidly along with him below. If Ward was watching, he would be sure that Mel was down there doing his proper duty.

Number 16, a local passenger reached the station, paused and moved on. Bill's lantern came back toward him from the engine. The routine was that he would meet Bill halfway along the train, they would cross to the other side and return. Mel plodded forward, pausing occasionally and swinging the lantern about as if he were looking under the cars.

Meanwhile, Ward contrived nervously at a hoax of his own. He'd taken a length of air hose and coiled it like a snake and bound it with wire, one end upheld like a rattler about to strike. He detoured through the dark yard and placed the contrivance alongside the train in the path of Mel's approaching lantern.

Then he went back a car-length and waited for consequences to develop. Vaguely, as the light drew near, he realized something was missing. The uncertain feeling seemed to come from the absence of the sound of footfalls. Brakemen didn't walk without noise.

Then the lantern passed directly over the fraudulent snake without appreciation or concern. Ward peered at the dim glow intently. In all the years he had been observing trainmen's lanterns moving about railroad yards, there had always been a pair of legs striding beside them. But there were no flexing knees accompanying that unwavering glimmer, and now he was certain there were no crunching footsteps.

His heart bounced and began to hammer. Dubious rumors of Hindu magic became entangled with the ancient superstition that redheaded brakemen, killed in wrecks, were turned into white mules. That lantern seemed to be borne by something unearthly. There was a grim inflexibility about the way it moved. Even if imperceptible, the thing that bore it might trample him if he got in its way.

Mel felt cold slush in his blood stream and icicles in his hair. His big feet moved instinctively. They got in the way of each other, and he stumbled down the bank as they tangled in the loose cinders. He ricocheted off a switch-stand, and moved away in an irresistible straight line, over fills and tie piles, toward the station lights.

The racket of his flight stopped Mel on top of a stock car. He peered down apprehensively. It seemed as if a locomotive had shied off the rails and taken out across the country. Then his better judgment told him that it was Ward, who had likely been snooping. He listened to the receding uproar and speculated.

BILL'S LANTERN was coming closer. Mel Hatch wondered if Bill also was superstitious. He moved forward softly, then paused jut above as Bill stopped to feel of a journal box. Bill made a casual remark to the suspended lantern beside him. He repeated his observation and glanced sharply at the revolving light at his elbow. Even up there on the stock car, you could feel him go stiff. His jaw came unlatched and wagged. He felt strangled. He backed away stiffly, his feet fumbling. Then he whirled and ran. His light winged toward the head end like a glimmering projectile.

Mel swung his lantern between two cars to the other side of the train and hurried back to the caboose. He put the pole back in place and went out onto the back platform.

A light crossed from the engine and met Ward and Dodd as they came out of the station. There was a conference, and then the

three moved down to the caboose.

"Did you," Ward asked carefully, "inspect the train?"

"I sure did," Mel vowed.

Ward meditated. "Did you see me while you were doing it?" He seemed to brace himself, awaiting the stinger's reply.

"Sure I did," Mel repeated plaintively. "Don't you remember how I spoke to you, and you just turned around and hurried away?"

Ward took a long swallow. "That," he decided, "is what you say."

Bill hung on the bottom step. "Did you," he pleaded, "see me too?"

Mel's patience deepened to affliction. "You said to me, just as plain, 'I wonder is that damned dinger going to hoss around with us all night?' And then you went back to the engine, like you'd just thought of something."

Bill dropped heavily off the bottom step.

Seventy-two stamped into the starlight as Sixteen's tail lights blinked out down the valley. Ward asked for the conductor's train orders. Viewing them in the light of what he had heard at the Visalia telegraph station, he began to realize that he'd been distracted from his main assignment for that night. Traffic was bunching up ahead, and he was out specially to prevent that.

The locomotive of an eatbound merchandise up ahead had blown the packing in her left cylinder, and she was limping in behind schedule. She'd about meet the general manager's special at Brush Canyon. She'd hold up Sixteen so she'd have to go into the hole there too. And Seventy-two would just about catch the Old Man's train at Brush Canyon as well. These three would take up most of the siding space—clear him so he'd go throuth without pause.

But there was a westbound manifest, out ahead of the special, that had yanked a pair of lungs on the pimple. If she made the canyon to let the Old Man by, there'd be a jam.

THE DARK rampart of mountains moved up overhead. Where the canyon flared out into the flat, the little Brush Canyon yard sparkled with red and green lights and the bright gleam of trainmen's lanterns that circled and looped in impatient signals. Ward felt a hard knot in his stomach that wasn't an ulcer. The headlight of the manifest showed moving on the team track.

"Seems like we've got quite a jam of traffic," Mel said.

Ward looked at him with manslaughter in his heart.

Track torpedoes blew off under Seventy-two's engine, and a flagman's lights moved down along the train as she checked and crawled. Sixteen's tail lights moved up the passing track. Seventy-two crept up the main line to the station.

Sam Mars, conductor of the crippled merchandise, met them on the platform. Sam had stowed his train on the mine siding up against the canyon wall. The manifest took up all the room there was on the team track, and Sixteen held enough of the passing track so that Seventy-two, when she headed in behind her, wouldn't clear.

There would be about eight cars and the crummy hanging out on the main line. They'd have to stop the special and seesaw her by—check her on the single-track main line between the two passing-track switches and let Sixteen out behind her. That would give Seventy-two room to pull her hind end into the clear and allow the special to proceed.

Ward had overlooked his hand, and the general manager, who was an ex-hogger and shrewd in the technique of operations, would be punitive about that. Ward thrust his head inside the open window of the telegraph station.

"How's the special coming?" he glowered at the operator.

"She's crowding her time a little," the brass pounder reported. "The operator at Granite said she was through his yard right on the second, and maybe a little better. That hogger who's pulling the Old Man'd better read his schedule order over again."

Mars made a suggestion. "I've got my hind brakeman protecting west and my head man down the canyon flagging on the special," he pointed out. "There were two empty ore cars on that mine siding, and I had to shove them through ahead of my engine. As soon as the special clears me, I'd like to push those two empties out of my way onto the supply stub. Suppose I take Mel Hatch along to help me do it. It'll save time."

Ward agreed, and Mel and Mars walked east up the main line. At the mine siding, Sam ordered Mel on to the spur.

"See what's on it, and then stand by to let the empties in," he instructed.

THE STUB was marked by the last lone switch light. The company's icehouse faced it just off the main line, and next to it stood the section gang's tool house. There were two cars of ties on the stub, and Mel inspected the brakes.

The yard, usually a lone dim spot, sparkled with lights clear down to where the flagman protected Seventy-two's rear. Above, on the mine siding, the headlight of the merchandise had been dimmed. The hogger, with a torch, tinkered with his crippled locomotive. The other way, he could see the brakeman's lights flagging on the special.

Mars came up the mine siding and joined his engineer. After a study of the situation at the west end, he signaled his flagman back from the canyon. The brakeman would leave two track torpedoes on the rails as a caution to the special, notice that the main line through the yard might be blocked.

The murmur of the special began to throb in the gorge. Soon the pulse of it beat in the narrow slit and funneled out in a growing rush of sound. The headlight beam around the last elbow splashed the dark walls with moving light.

The flagman trotted along the main line. He swerved and climbed the low bank, crossing to his train. He cut off his engine and moved it forward a few feet, pushing the two ore cars ahead, ready to shove them over to the stub.

The special's whistle blasted. Intent upon taking his train in on a hot schedule, the hogger ex-

pected the high iron to be clear for him, and he'd be hard to check. You gave the Old Man rights over all trains when he was on the line.

Mel began to wind up inside as he waited for the crack of the two torpedoes that would give the hogger warning. It didn't look as if the flagman had gone very far out when he'd set them. The special was close to town. He glanced at his watch. She was just about two jumps ahead of her schedule.

The first torpedo cracked, and then the other. The rolling thunder of the exhaust eased off as the special acknowledged the signals with two angry hoots.

Mel felt the breath inside him again as the uproar faded to the pound of brasses and the racket of the line of wheels. He glanced up at the mine siding and the air seemed to freeze in his chest.

As if the torpedoes had blasted them loose, the two empty ore cars moved away from the locomotive and slid down the siding toward the main line. They picked up a ghostly speed. The train crew hadn't coupled the two empties to the engine when they shoved them forward. Now they were headed for trouble. Sam Mars and his brakeman, standing by the engine, serenely watched the approaching special.

YOU DIDN'T have to be a magician to add that up. Mel's fearful judgment told him that the two cars would reach the switch at the same time the special arrived there. That streak of varnish would sideswipe them if the hogger didn't check his train sharply and soon to let them out ahead. Mel began to move before he had sorted out the details of what he intended to do.

That hogger's eyes would be on signal lights in the narrow yard ahead, and Mel got a freezing hunch that if he ran back along the spur and around the icehouse to the main line to flag him, his own white light would only add another dot to all the other lights, and might be overlooked or ignored.

The hogger had shut off without checking, awaiting a nullifying signal from somewhere ahead to set her into her pace again. He'd never believe the dispatcher and trainmaster would lead enough schedules into this yard so they'd have to "saw" the Old Man by. To check him short of disaster, you needed a red lantern.

Mel pulled his switch key out while adjusting his thoughts. He slipped the key into the padlock on the toolhouse door and sprung it open. He knew the section foreman's lanterns, filled and ready for lighting, would be inside.

So he tore the half of the big door open. The reflected glow of his lantern glinted on a red globe in its caged frame.

He flipped the lid back and turned the red lantern sidewise. He steadied the match while the flame moved reluctantly, and the rumble of the approaching special shook the building. The flame grew listlessly. Until it had generated some heat, the flicker would go out with any sudden jar. He turned the lantern upright slowly. The red globe glowed sullenly. He stepped outside onto the toolhouse platform.

The two loose cars had picked up speed as they neared the end of the siding. He made a desperate guess how many seconds it would take them to hit the spring switch and slide out onto the main iron.

The special's headlight ducked out of sight behind the icehouse. She was that close. She was rolling free and coming fast, the hogger all set to open her up again. She'd arrive at the switch stand in time to stick her pilot into the middle of the two cars and go on to a smash.

He cupped the caged lantern in both hands and dropped into a crouch. If he tossed it too abruptly, the puny flame would go out in transit. He came up smoothly on the spring of his knees, and pitched the red light over the icehouse in a blind cast at the special storming by on the other side. He stood poised as if frozen, and watched the scarlet spot trail a lazy point over the roof. It lifted and arched and fell in a deliberate curve, unhurried, with exact precision.

Ward, down by the station, too far away to do anything about it, had seen the sudden threat of disaster. Then the ominous cherry made its accurate, leisurely loop. The phantom flight of the red speck against the backdrop of high, dark walls set confused and fearful images in his mind. His willful feet tried to shy, but he held them stubbornly to the ground.

MEL MATCH kept his rigid, erect pose as the lantern disappeared over the icehouse. The racket of the special backlashed from the gorge and slammed over him in seismic convulsions. The front trucks of the head ore car crowded through the switch points and stumbled out onto the main line. They had abandoned their eager scurry. They lagged and loitered crosswise of the high iron. Mel tried to shut his eyes.

Compressed air screamed as the engineer juggled his brake-valve handle. The deep grunt of brake-shoes grabbing choked the gorge with added clamor. The special howled from behind the icehouse, all the rolling line of wheels spitting fire. She bucked and squirmed under the iron grip the hogger laid upon her.

That engineer knew how to handle his train in a tight spot. The first twitch of the air took the wild momentum out of her and brought her up hard against the brakes.

Mel saw him leaning out the window, his eyes now on those two iron ore cars lumbering into the full glare of his headlight. He had on a derby hat, jammed down till it bent his ears. He watched the cars moving into the path of the locomotive with cool speculation, marking speed and distance with hard judgment.

It looked as if he'd fitted it a little too snug. You'd think, in the uncertain running light, that her pilot was right under the hind trucks of the second car before it straightened out onto the main iron. In the last long, tight second, Mel felt as if his blood had turned to icewater and was being siphoned through the top of his head.

The dull explosion slammed out over the yard as the drawheads of engine and car collided and locked in a coupling. The cars acted like a hooked fish. They shot forward, and then were yanked up as they bounced off the pilot and were pulled down by

the coupler. They bucked and sawed, and finally came under control as the hogger brought his train to a sharp stand before the station.

Mel climbed down off his high, frozen posture. He approached the depot cautiously. In the flickering light of lanterns and enginemen's torches, the crews were clustered around Ward and a big man who was asking questions. The big man was wearing overalls on top of his business suit. That would be the general manager himself, and he was the man who'd been at the throttle when the special slammed into town. Mel gave that some startled consideration.

The Old Man's brisk queries drew no replies. A number here present were culpable and unwilling to offer information. The Old Man turned menacing. Obliquely he reminded Ward that he'd been on probation, anyhow; that his future was practically decided by this latest infraction, and he couldn't lose by a full report.

Ward fumbled hopelessly for extenuating items in this affair, and couldn't find them. He remained taciturn.

The Old Man became ominously plaintive. "That red lantern which dropped in front of us as we came into the yard," he said with barbed patience. "Would it be asking too much for some of you to explain that?"

WARD STARED about him desperately. He picked out Mel's stocky length in the flickering light. You could see mistrust and credulity and timid hope work through his stubborn mind.

"You've had all the answers up to now," he suggested. "See what you can do with this one."

"About the red lantern?" Mel said glibly. "Sure, that was a tight one, with the loose cars coming down, and the special sure to hit them sidewise, if she didn't slow, and all them lights in the yard to confuse the hogger."

He tried to slur it delicately, as if he didn't know the Old Man himself had been at the throttle.

"Mister," Mel acclaimed, "that engineer did a job with the air brakes when he got the warning."

"But what about the lantern?" Ward growled.

Mel shook his head and said profoundly. "That hogger sure pulled himself out of the hole he'd run into because of his error."

The pressure under the high walls went up fifty pounds.

"Error!" Ward exclaimed, and you could hear the word repeating itself away down the gorge.

"The special," Mel said blandly, "was crowding her schedule by about four minutes."

The smoky flame of a torch leaned over in inquisitive surprise. The layers of silence solidified. Men breathed gently from the tops of their lungs. The Old Man removed his derby and his ears stood up straight in astonishment. You would as soon pass up a red signal as run ahead of schedule. Both were the worst violations of the rules, highly dangerous, and were subject to prosecution by law, besides. Mel's accusation was as ominous as if he had charged the man in the cab with grand larceny.

Mel chattered, "I looked at my watch as she headed into the yard. Mister, that was bad."

The general manager put the derby on the side of his head and looked shrewdly at Ward.

"It seems to me," he suggested, "that some of these young fellows we are getting now are keenly alert to their duties. That is gratifying. Now," he said, "let's get us untangled and start moving."

Sixteen whistled off and wandered down the gorge. Seventy-two crawled the rest of the way into the passing track to clear. The special hooted as she flung out of the yard. Ward and the crew of Seventy-two watched her red tail lights fade down the high iron.

"Look, Mel," said Bill Lowden. "Where'd you get that red lantern? You didn't have it when you went down the main line with Sam Mars."

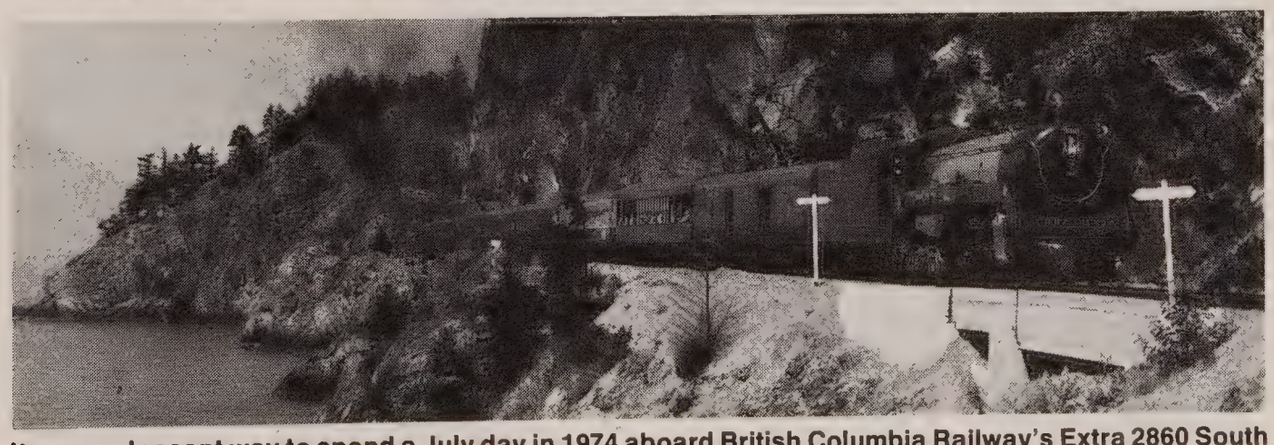
"Don't say it!" Ward begged. "If you lit up that redhead of yours and jumped over the icehouse, I don't want to know it." He brooded darkly. "It didn't seem to me that the Old Man was four minutes ahead."

"I put it high," Mel admitted, "so if he denied it, I could split the difference, which would still be against the law."

That got stuck before it could traverse Ward's mind. He put on an expression as if a minute ago he'd tasted hemlock.

"We're going to put a work train on the San Leon for a couple of months," he hinted. "How'd you like the hind-end job? It'd be easy work, regular hours and good pay," he wheedled. He didn't add that it would keep Mel Hatch out of his sight for that period.

Mel deliberated. "It'd likely be lonesome up there," he reflected. "I'd do it for you, though. But look around and see can you have me a regular main-iron run when I get back." ●



It was a pleasant way to spend a July day in 1974 aboard British Columbia Railway's Extra 2860 South passing Kallanne Creek, mile 24.9, Squamish subdivision, along scenic Howe Sound, B.C.

Michael Wilkie, 595 Leaside Ave., Victoria, B.C. V8Z 2K9

PHOTOGRAPHS of the MONTH

Verlee Falkner awaits Western Pacific's half of *California Zephyr* at Fremont, Calif., in June '69.

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

Charles R. Kilbourne, 14706 Willoughby Rd., Upper Marlboro, Md. 20870

D&RGW eastbound redball freight headed by SD-45 5319 emerging from Moffat Tunnel in June '76.

Top-quality railroad photography does not necessarily have to show a train or locomotive. Consider, for example, this impressive shot of laborer walking on Long Island R.R. track near Westbury, N.Y.

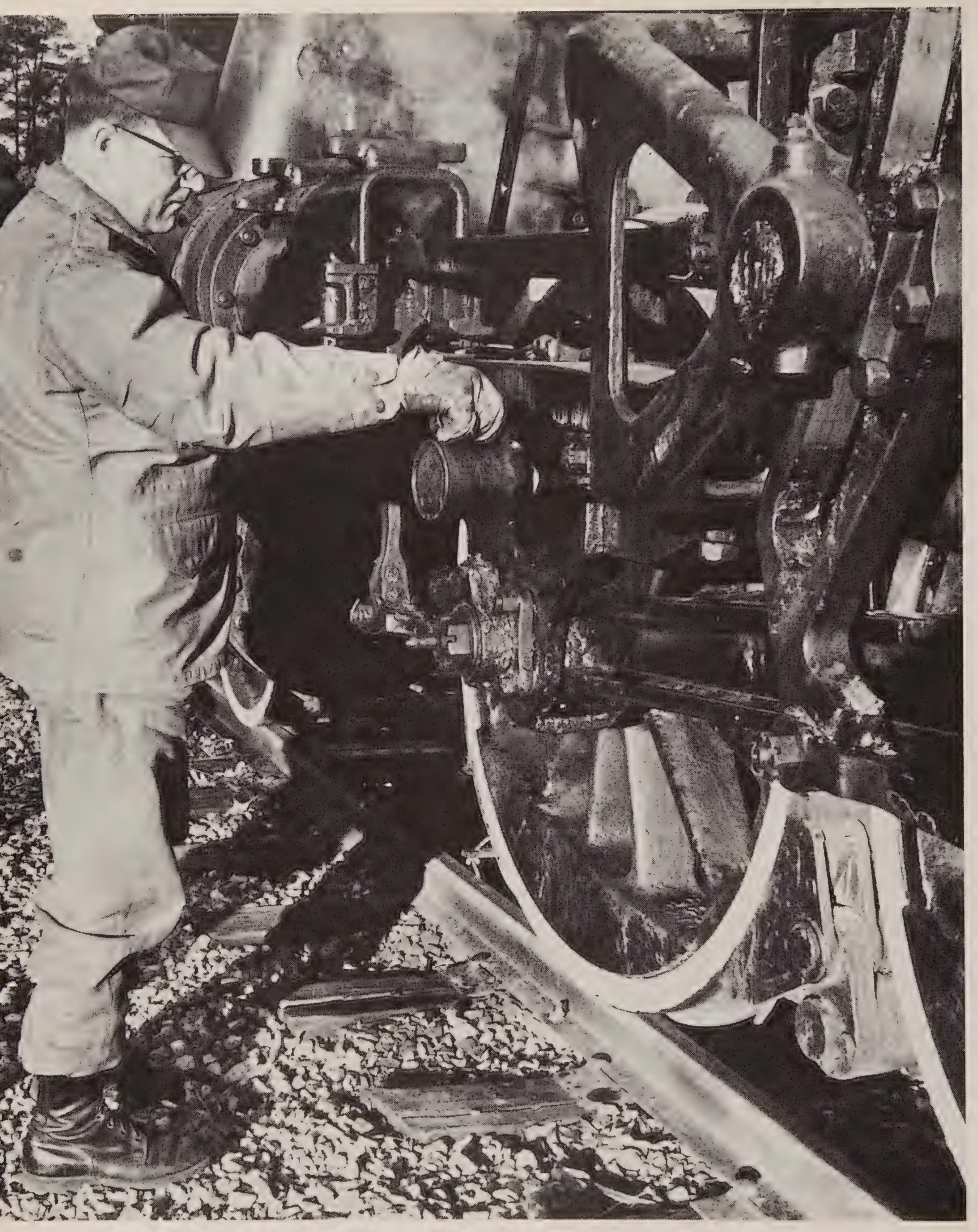
Photograph by O. Winston Link

Looking very much like a young William H. Vanderbilt: Interesting Railfan Jeff Haertlein and his bride, Cindy, after their wedding on Oct. 16, '76, on Jeff's Great Northern hack, which is still in pink primer paint at Mid-Continent Museum. Both newlyweds are devoted workers at the museum.

Geoff Blaesing, Box 2074, Iowa City, Iowa 52240

Winter railroading at Mid-Continent Railway Museum. Ex-Dardanelle & Russellville Mogul No. 9, built in 1885, shown working up 1.2% grade toward Sugar Loaf summit at Museum's first annual Winter Railfan Steam-in and Snowtrain last Feb. at North Freedom, Wis. Feb. 19-20 '77 will be a repeat.

Nick Jenkins, 1576 Grove St., Highland Park, Ill. 60635



U.S. Army Sgt. Fairbanks, engineer of Consolidation No. 607, oils around engine at Ft. Eustis, Va., in November, 1974, before taking out model railroad excursion train on the James River Division. It wasn't so long ago that steam locomotives played a vital role in railroad operations at Army base.

Locomotive 2-8-0 No. 607 backs down mainline at Ft. Eustis toward waiting rail modelers train.

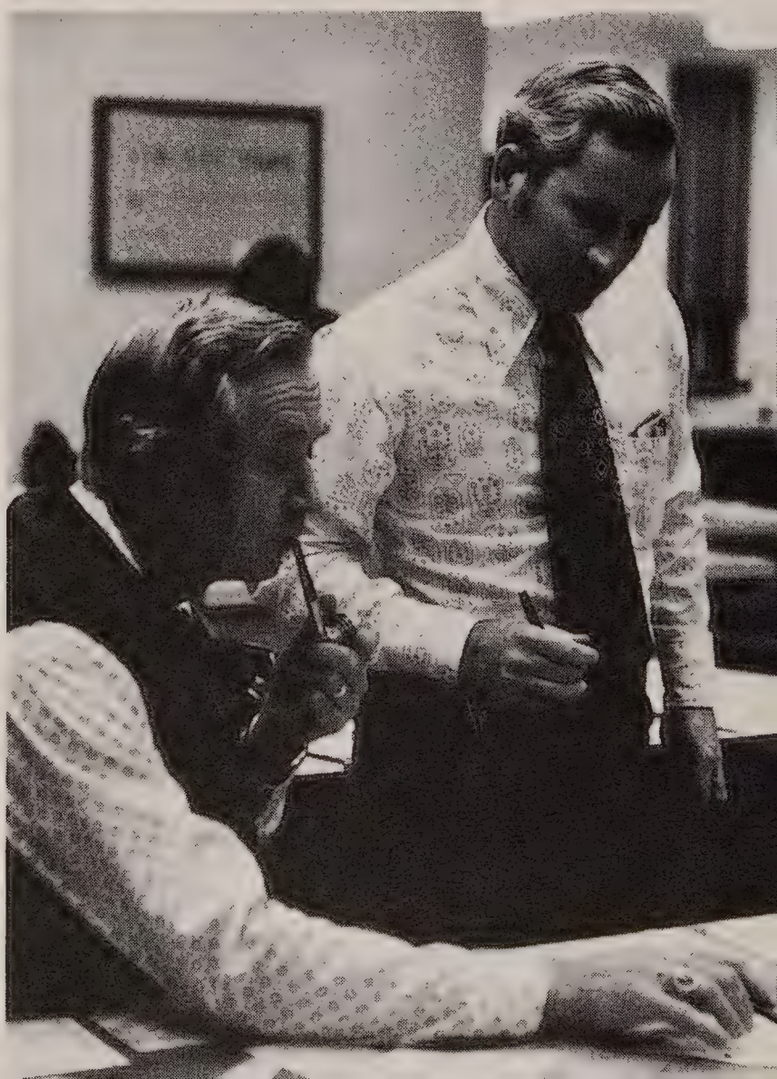
Both Ft. Eustis photographs from John W. Conigilio, P.O. Box 6312, Chattanooga, Tenn.

John Uckley, 414 West 4th St., Monroe, Mich, 48161

All in a night's work. As the Santa Fe night crew comes on duty at Fullerton, Calif., conductor Jake Jacobson marks the switch list and discusses with assistant trainmaster G.S. Patterson which freight cars are to be switched.

Ted Benson, photographer, *Modesto (Calif.) Bee*

Old Glory, and the semaphore, symbols of America, seen July 4, '76, at Norfolk & Western depot, Waterville, Ohio.



St. Lawrence Railway Society with Canadian National 4-8-2 No. 6060 en route from La Malbaie to Quebec City and Montreal on Sept. 26, 1976, shown on north bank of St. Lawrence at low tide.

Gus R. Portelance, 1430 St. Marc Street, Apt. 1007, Montreal, Que., Canada

It was 93 in the shade as Amtrak's Palmetto stirred up the hot air sailing by Selma, N.C., last July.
Curtis C. Tillotson, Jr., College Street, Oxford, N.C. 27565

PASSENGER TRAIN SURVEY

THE HOUSE and Senate drummed up more than the two-thirds majority needed to override the President's veto of a measure providing $160 million over six years for research and development of an electric car. In addition, the bill calls for the Government to buy about 2,500 of the electric vehicles two or three years after the law has been enacted and 5,000 of the "advanced" electric cars after four years.

Backers of the program say Federal incentives are needed to help put about 10 million such vehicles on the streets by 1990. The electric vehicle reportedly is only one of a series of conservation measures Congress is pushing to meet the energy crisis and cut the demand for gasoline and imported oil.

COSTING $2 million but never operated is Los Angeles County's much-heralded, much-criticized, and much-delayed eight-car railway train, generally acknowledged to be one of the most tastefully and comfortably outfitted of its kind, and the only county-owned passenger train in the nation.

Known variously as "the county train," the "El Camino" and "Baxter Ward's Choo Choo," it was supposed to have been carrying rush-hour passengers regularly between San Diego and Los Angeles months ago. Instead, bright and elegant in its new finery, the train sits in a Los Angeles railway yard gathering dust while its fate is debated by politicians, bureaucrats and railway attorneys. The train is currently sidetracked—and possibly may be permanently derailed—by a legal dispute over whether it is or is not a commuter train.

Although owned by the county, the train would be operated by Amtrak and run on the Santa Fe tracks. But Santa Fe says flatly it is a commuter train—and the law prohibits Amtrak from operating commuter trains. Amtrak says just as flatly that it is not a commuter train within the meaning of the law—and says further that it is an intercity train, exactly the type of train Amtrak was established to operate.

A NEW high-speed Swedish-built locomotive—the first foreign electric passenger-train engine to run on U.S. rails—was put into service by Amtrak on the Northeast Corridor last October 6th.

"We're working to see that this locomotive can perform regularly at high speeds," Paul Reinstrup, Amtrak's president, said. "If so, it may foster a new generation of locomotives in the U.S."

Initially, the loco—manufactured by the ASEA company and capable of traveling 120 miles per hour—went into service handling Amtrak's *Statesman,* a regular Washington-to-Boston run. The train uses electrified lines between Washington and New Haven, Conn., where the train changes to a diesel engine.

Operating each week from Monday to Friday, the loco hauls the 10 a.m. Metroliner returning to Washington from New York.

Testing of the locomotive in the Northeast corridor—the 456-mile Washington-to-Boston run—amounted to a multimillion dollar contest between the Swedish company and General Electric, which has supplied almost all electric locomotives used in the U.S. Hanging in the balance are lucrative future contracts for one of the companies from Amtrak.

AMTRAK will build a $1.8 million technical training center at its Beech Grove, Ind., shops, probably to be completed and in operation by mid-1977. This will include classrooms, an audio-visual center, and a laboratory for mechanical, electrical, and supervisory forces enrolled in apprenticeship and advanced training programs. A total of 228 Amtrak employees from around the nation will probably be assigned there during its first year in op-

eration.

Beech Grove is the central overhaul point for cars from all over Amtrak's nation-wide system. The plant employs 600 people, with a yearly payroll of $9.8 million. Since Amtrak acquired the plant in 1975 from Penn Central, production has increased from 208 to 320 cars rebuilt per year. Rebuilding cost per car has declined from an average of $47,890 to $45,070. The shop and land cover 64 acres, including almost 13 acres under roof, and are located six miles southeast of Indianapolis.

FOR THE CURRENT ski season, Amtrak announces (1) A *Pick of the Peaks* tour program which combines 33 ski vacation packages in seven states and in Canada's Province of Quebec and (2) an Amtrak ski pass which allows eight trips for the price of six to any one of 30 Amtrak stations serving ski areas. A new 36-page color brochure describes all of these ski tours, ranging from a $40 overnight stay at Bolton Valley, Vt., to a $445 ten-day package at Big Sky, Montana. All tours offer hotels and the use of ski lifts (in downhill packages) or ski trails (cross-country). Many include lessons, meals, transfers between lodging and station, or use of a rental car.

Ski pass tickets will be valid for travel until April 7th except during peak Christmas and New Year's holiday travel times. Blackout dates are Dec. 16-19, 24, 26, 30-31, and Jan. 1-3. The tickets are good for eight one-way coach trips to or from any one of 30 Amtrak stations serving ski areas.

"Unique about this pass," says Al Michaud, Amtrak's vice president, marketing, "is that it may be used by any combination of passengers. One passenger may make all eight one-way or four round-trips himself or herself or may take a companion on four one-way or two-round trips. Or a group of eight can make one one-way trip."

For a copy of *Pick of the Peaks* write Amtrak Travel Center, P.O. Box 311, Addison, Illinois 60101.

Amtrak offers new round-trip discount fares for youth groups traveling together by coach. Groups of 15 or more in grades 7 through 12, may apply for the special fares, which offer 40% off the regular rate. The discount does not apply for Metroliners or first-class space on conventional trains. Adult escorts, up to 10 percent of the number of youths traveling, are eligible for the same discount.

A fourth daily round-trip train now operates between San Diego and Los Angeles called the *Caltrak San Diegan.* It's the first train authorized under California law with the state department of transportation underwriting losses and it utilizes the newest "Amfleet" equipment. A new stop on Amtrak's *San Francisco Zephyr* is Colfax serving the California Mother Lode country between Sacramento and Truckee. The area, 3000 feet high in the foothills of the High Sierra, is an increasingly popular tourist destination.

Derailed in a heavy rainstorm on September 21st, four of the five cars of Amtrak's *Inter-American* slid down a 50-foot embankment near Hawkins in northeastern Texas while en route from St. Louis to Laredo. All 35 passengers and five crewmen were slightly scratched and bruised.

Railroading in Canada

MAJOR improvements will be made in Toronto's Union Station and its connecting rail corridor. A master plan for this has been approved by various levels of government and Canadian National and CPR officials. The changes are concerned mostly with facilities for GO Transit rail commuter services, which CN operates for the Ontario Government.

Improvements to the station itself, estimated a $26 million, involve the widening of platforms and alterations to stairways and passageways, plus additional stairways and escalators. The adjoining postal station in the east wing of the Union Station complex will become available in 1978 for expanded facilities. The trainshed will be extended for additional passenger service tracks. Existing city subway facilities also will be expanded.

A rail tunnel will be built to eliminate a bottleneck where six machine TTR tracks converge into two tracks leading to CN's Oakville and Weston subdivisions and CP Rail's Galt subdivision. Also included is a centrally-controlled signaling and communications system.

CANADIAN NATIONAL'S application to serve liquor on its day coaches the same way as airlines do in their aircraft cabins has been rejected by Ontario's Liquor License Board, reports *The Locomotive Engineer.* Under present Ontario laws, liquor can be served to train travelers in club, dining, buffet, and lounge cars and in sleeping-car accommodations where passengers are behind a door in roomettes, bedrooms, and drawing rooms. But none can be served in day coaches, day-nighters, or curtained berths. The liquor board based its ruling mainly on the fact that no other province (liquor regulation is entirely a provincial matter) allows alcoholic beverages to be sold on coaches. It also maintained that control over drinking would be more difficult on a train—where people tend to walk around more—than in an airliner.

Model of one of earliest rail passenger trains. South Carolina Canal & R.R. Co. built and used cars in 1830 before acquiring steam power.

CANADA'S rising travel costs are having the effect not only of discouraging extended holiday trips but also of transforming long-established vacation patterns. According to Garth Campbell, Canadian National's vice-president, passenger marketing, Canada is becoming too expensive for tourist travel for both visitors and its own residents. Interviewed a few days ago, Mr. Campbell commented that the long-distance train traveler from the United States simply did not materialize last year. "It might have been the U.S. Bicentennial celebrations," he said, "or it might have been the Olympics, but they just weren't there in 1976 as they were in past years."

Prices have gone up far beyond the means of the average tourist. Hotel rates in Ottawa and Montreal are much higher than in New York and Washington. Overnight in Vancouver may cost twice as much as in Seattle.

Mr. Campbell pointed out: "Nowhere in Canada can you find the middle-class hotel for the middle-income family, and most services cost much more here than they are in the United States."

Furthermore, alien visitors no longer find an advantage in favorable exchange rates. The good health of the Canadian dollar means that foreign currencies do not command a premium. People, if they travel at all, are forced to take shorter trips and to confine their spending mostly to essentials. Unless the trend changes, the outlook for next season can only be "more

It was the beginning of Labor Day rush last Aug. 31 when Bob Johnston's 9-year-old son using Bob's 35mm Pentax caught Amtrak's Mount Rainier at Mecker, Jct., about 1 mile from Puyallup, Wash. BN runs log trains on track at right. Railfans wanting to get log train pix should check railroad.

Robert W. Johnston, 703 W. Stewart Ave., Puyallup, Wash. 98371

of the same," which is not good for the tourist industry.

A great deal of hard work has gone into the cultivation of a viable tourist industry in Canada. It will be most unfortunate loss if now it is to come to naught because the market is priced to death. So says the Halifax, (Nova Scotia) *Chronicle-Herald.*

Down by the Depot

HUNDREDS of residents and visitors attended a celebration at the Delaware & Hudson Railway station in North Creek, N.Y. Dedication of the station as a state historic site, and the reenactment of Theodore Roosevelt's arrival in North Creek on Sept. 14, 1901, to assume the Presidency of the United States, were highlights of the program which drew repeated applause and acclaim from the crowd. The program was sponsored by the Johnsburg Historical Society, which donated a plaque commemorating the occasion.

DULUTH is said to be the only city where passengers can get off the train in a major museum, art gallery, heritage center, and theater complete with ballet studios. This refers to the former Burlington Northern station, an architectural highlight of downtown Duluth that has been expanding in recent years to take on a number of new roles—without being a train station.

The station, which opened in 1892 and saw its last passenger in 1969, has been redecorated and converted into the St. Louis County Heritage and Arts Center. Although passenger train service under Amtrak resumed between Duluth and the Twin Cities two years ago, passengers have disembarked in Superior, Wis., and taken a bus to Duluth.

A major part of the complex is the Lake Superior Museum of Transportation and Industry, which displays rolling stock from earlier days. A centerpiece of the exhibit is Duluth, Missabe & Iron Range Mallet No. 227, one of the world's largest steam locomotives, which now turns its wheels and puffs electronically. Among attractions being studied for the future are steam-locomotive excursions from The Depot to the Spirit Mountain ski complex.

DEPOT GALLERIA, a proposed $14 million shopping center and transportation complex, will preserve the historic Union Station at Tacoma, Wash. Completed in 1908, the station is on the National Register of Historic Places. It has also been designated as a landmark by the Tacoma City Council.

The fate of the beautiful old building has been under consideration for many years, with proposals ranging from total destruction to the present plan. The present plan will preserve Union Station as a focal point for the entire galleria project. The concept was first proposed in late 1974 by Burlington Northern Railway. Part of the plan is to include an Amtrak and rapid transit display.

COMMUTERS rushing off to work don't expect to be greeted at the station by the president of the Long Island Rail Road—but that has been happening now and then ever since Robert K. Pattison took over the job in July.

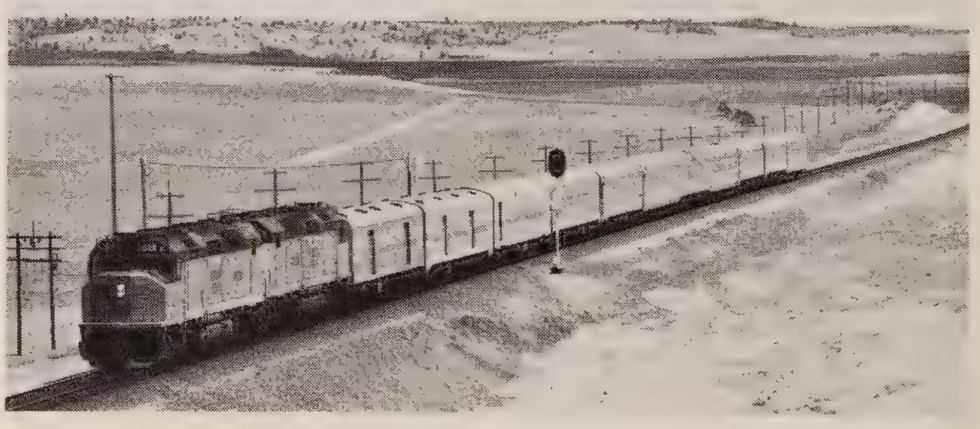
"They seem surprised and delighted when I introduce myself," said Mr. Pattison. "I want to hear what our riders think and what suggestions they can offer. The next step is ours."

That "next step," of course, means coordinating and implementing improvements and additions to the nation's busiest passenger-commuter line (a quarter-million riders every working day), and the man at the top has a background custom-made for the task. Mr. Pattison is the grandson of a New York Central engineer and the son of a NYC conductor. He himself joined that road in 1947 and was general manager for the Metropolitan Region of Penn Central (now ConRail) when he moved to the LIRR.

AMTRAK will spend $5.7 million for a new rail passenger station in Miami, Florida, which is expected to be ready for use next year. It will be located on old Seaboard Coast Line property on Northwest 83rd Street. Of the total cost, $1,250,000 will be paid to SCL to buy land, existing track, and improvements, and to compensate the railroad for relocating its freight operations. The new station will replace the outmoded Amtrak structure. ●

Amtrak *San Francisco Zephyr* near Laramie, Wyo., on partly cloudy June 8, '76.

Charles R. Kilbourne, 14706 Willoughby Rd., Upper Marlboro, Md. 20870



STEVE MAGUIRE'S

TRANSIT TOPICS

Mass. Bay Transp. Auth. 3072, pilot model of rebuilt PCC, was first of 100 PCC trolleys to get $120,000 overhaul at Watertown, Mass., Sept. 7, 1976.

Norton D. Clark, 21 Endicott St., Newton Highlands, Mass.

DETROIT saw the opening of a short new trolley line on Washington Boulevard on September 20th. It ties in with a rehabilitation plan designed to attract people to the downtown business area. The line is costing $1,328,000 in Federal, state, and city funds as part of the project, which also visualizes a $4 million development of a pedestrian plaza on Washington Boulevard.

The new operation began with an open trolley heading out of a glass-enclosed carbarn terminal, which was completed in October. Three more ex-Lisbon closed cars have been moved there for additional service. All are lettered "Citizens Street Railway." The line is expected to keep running year 'round along the three-quarter-mile track, to which an extension may be built some time this year. Fare is 25 cents, except that senior citizens and small children always ride free. This news came from Oren H. Hart, 9409 Camley, Detroit, Mich. 48224.

FIFTEEN years after the last trams ran in Sydney, New South Wales, Australia, efforts are being made to bring them back in the form of light rail vehicles of the design now used in Hanover, Germany, reports A. Mann, P.O. Box 3, Drummoyne, N.W.S. 2047.

Proposals submitted to the Eastern Suburbs Railway ask that a route using its track from Central Station east to Bondi Junction be converted for trams. At Bondi Jct. at least four routes would diverge eastward to North Bondi, Watson's Bay, and Bronte, over some new right-of-way plus occasional street running. These routes to a great extent were the same as those used by the trams until abandonment in the sixties.

NEW ORLEANS is in the news again. The story comes from *Interesting Railfan* Wilbur T. Golson, 1324 Marque Ann Dr., Baton Rouge, La. 70815. As written by Mary Judice, this is it.

Streetcar No. 963 rumbled down St. Charles Avenue in New Orleans at dusk the other day, through the stately Garden District, while motorists honked and pedestrians stopped to look. The car was a rolling party. Its 26 riders, decked out with fancy paper hats and noisemakers, were sipping drinks, munching cheese crackers, chatting and waving at spectators. Multicolored balloons and streamers whipped in and out of the trolley as Evelyn Eaton's friends and family toasted and cheered her 59th year. On either side of the car were plastered "Happy Birthday" banners.

Mrs. Eaton's children had said they were taking her out to dinner. But they dropped her off at the transit barn where friends, other family members and neighbors were already aboard the streetcar they had chartered.

The St. Charles Streetcar Line, added to the National Register of Historic Places in 1973, is one of the last streetcar lines of conventional design operating in the U.S. New Orleans Public Service Inc. (NOPSI), which runs the city's transit system, says it has chartered 450 cars in the last year, mostly for birthday parties and school field trips. The cars rent for $29 an hour-long ride and $43 for a trip lasting about 1½ hours. Rates are slightly lower for school groups.

Private car of old Manchester, N.H., St. Ry. at Seashore Trolley Museum.

Robert B. Redden, 113 Monroe, Lynn, Mass. 01901

WHEN the Pacific Electric Railway quit operating railway cars in the 1950's, many pieces of equipment were sent to Argentina and used there on the General Urquiza Railway, which was then an interurban system, serving suburbs of Buenos Aires. Many 1100-series cars, some center-door 700s, and a few electric locomotifes were put in service, followed by the fleet of PCC cars. The PCC's didn't last long, being replaced in part by some former Key Syetem articulated units.

Today, according to *California Electric Ry. Review,* at least one ex-PE 1100 was seen in the Lynch yards. But more were found in Asuncion, Paraguay, in

mainline railroad service, with electrical equipment removed but still using the old PE trucks. The General Urquiza line is now served by Japanese-built rapid transit cars of a standard design with platform loading only. Trolley wires were removed and third-rail was installed several years ago on the main lines. However, we have reports that some ex-PE freight electric locos, bought in the 1950's, have been seen operating in the Lynch yards.

FOR MANY YEARS, the trolley system in Veracruz, Mexico, was a veritable operating museum, due to the variety of older cars acquired secondhand from many U.S. companies. Seven or eight lines were running in loops through the city. But latest reports indicate only three routes are still in service, because only seven cars are in operating condition.

Nobody seems to know how long the line can continue to run trolleys (it also operates the local bus system, both employee-operated). With the Tampico trolley line in Mexico gone and the El Paso-Juarez PCC service still in limbo, possibly the Mexico City system will soon be the only trolley operation left in that country.

We learn from El Paso that the company wants to resume trolley service to Juarez, the sole objection being from merchants in Juarez. But this opposition is causing the Mexican federal authorities to continue to prevent the line from resuming electric service. The high-handedness of the Mexican Government at this time may well result in the sale of the El Paso cars—all 16 of them with newly-rebuilt motors—to one of the many U.S. cities pleading for resumption of trolley operation.

Apropos of Mexico is this editorial from *Modern Tramway*, monthly journal of England's Light Railway Transport League:

"Veracruz tramways are run by a workers' co-operative. They have a rundown fleet of ex-American trams and would like to get some newer ones, but the banks will not lend money for trams. They will lend only for buses, which can be resold easily if the borrower defaults.

"Several U.S. museum groups seem to be hovering like vultures to pick up pieces from Veracruz the moment its operation ceases. Veracruz has cars from three U.S. cities, and uses equal-wheel trucks, which the museums want to reactivate their own fleets. They keep writing to Veracruz, jostling for places in the queue. We find it distasteful, but at least they have not yet reached the stage of offering Veracruz buses in exchange.

"We suggest a better way. If the tramway enthusiasts of the North American continent would join forces, the activists with the museum groups, both sides could realize their aims, and Veracruz could keep its tramways. The cities of Kokura and Kyoto, in Japan, have for sale at near-scrap prices good, well-maintained standard-gage trams with post-war steel bodies on equal-wheel trucks, retired prematurely in recent months to allow the streets to be dug up to build underground railways.

"The U.S. groups could form a U.S.-registered public company to buy up, say, two dozen cars from Japan for shipment to Mexico (including spare parts). This company would in exchange acquire title to the present Veracruz trams when the new ones take over, and sell them by tender to buyers in the U.S. How about it?"

BOSTON'S first fully refurbished and overhauled PCC car returned to service in September. This heads up the 100 Massachusetts Bay Transportation Authority cars that will receive the same rebuild job costing $120,000 each. At that, it is much less than you'd pay for a new LRV car, about $600,000.

The first car, No. 3072, was built in 1945; but now, instead of being near retirement, is in like-new condition. With the rest of the group, it will supplement the LRVs when they are placed in service. Delays in arrival and acceptance of the LRVs had something to do with the rebuilding project.

Here's what has been done and is being done to the rebuilt cars: The interior and exterior are repainted. New modern-design ceiling panels conform to the decor of the car interior and are more visually pleasing. Operational reliability is improved with the rehabilitation of the propulsion system and the traction motor and the complete rebuilding of each component part of this equipment. A solid state low-voltage regulator replaces the electro-magnetic regulator, while a more efficient, self-contained compressor unit supplants the air compressor belt-driven from the motor generator.

Each car is being fully rewired. A more modern headlight and side running lights on each side are installed to improve night-time and subway safety. A new door operating system replaces the obsolete device. A roomier, safer, and more comfortable seat and a self-contained cab-heater were installed for the car's operator.

Also installed are a simple and more reliable temperature control system and a new baseboard heat system with heaters along both sides of the car to give more uniform warmth. Fiber-glass seats are used instead of cushion seats and backs, to check vandalism. Vandal-resistant stainless-steel wainscotting is installed after sound-deadening and insulating material is placed below the side body windows to reduce noise common to the environment in which the PCCs operate.

NEW RAPID TRANSIT cars for the Rio de Janiero subway line now under construction in Brazil will be built by a consortium made up of Budd, Westinghouse Electric, and Brazilian corporations. Budd will build 270 new stainless-steel cars at its plant on Red Lion Ave. in Philadelphia for the Rio Metro, whose full name is *Companhia do Metropolitano do Rio de Janiero*.

The cars will have newly-designed Budd Pioneer truck. We have no information on this, but would appreciate details. The order is due for completion by end of 1979, when the new subway line should be ready for operation.

At one time Rio de Janeiro had a rather large trolley system using mainly open cars. About 15 years ago it gave way to buses, which added to the street congestion, eventually making a subway system imperative.

Budd Company also is presently working on an order for 108 stainless-steel subway cars for the Sao Paulo

Top-side on tram at Blackpool, England, was a pleasant way to take in day in Oct. 1960. Seven months were spent in Blackpool shops restoring it.

Ara Mesrobian, 7410 Conn. Ave., Chevy Chase, Md.

Key System trolleys and autos met Southern Pacific steam and electric trains at the road's 16th St. station (background) in Oakland, Calif. The streetcars came to the end of the line in 1948.

Photograph by Waldemar Sievers, Collection of Harre W. Demoro 3040 Jordan Rd., Oakland, Calif.

north-south line to be operated by *Companhia do Metropolitano do Sao Paulo*.

AN ANSWER to fouling of subway air by railroad brakeshoes that in the past were made of asbestos, lead, and organic materials may have been found by the Abex Corporation. According to *Notes from Underground*, a monthly publication of the Committee for Better Transit, P.O. Box 3106, Long Island City, N.Y. 11103, there is now available a new, non-metallic brakeshoe that may elimiate the complaints of dust from the brakes presently in use.

BART'S FOUR MAJOR August-September promotions in 1976 proved a good ridership booster over the same period in 1975, according to district analysts, and threw a bright new light on the system's potential for mid-day and late evening hours.

BART's Labor Day Fling attracte about 150,210 riders as opposed to the previous Labor Day's slim 32,812. As a special incentive BART offered a bargain single low fare of 25 cents to ride anywhere on the system. This resulted in doubling the revenue from $17,400 in 1975 to $33,050 in 1976 without additional holiday operating costs.

During August a month-long "free ride home" promotion with Oakland Liberty House resulted in the sale of 2,300 BART tickets bringing $1,640 to the transit district's coffers. Bought by Liberty House, the tickets were a bonus to customers who rode BART and made purchases of $5 or more. Liberty House has decided to continue the "free ride home" indefinitely.

Toward the end of August a "BART goes to the Circus" promotion tripled traffic through the system's Coliseum Station over the same period of the 1975 Circus run with 5,077 more tickets being sold. Over 1,000 free circus passes, provided by Ringling Bros. and Barnum & Bailey, were offered by BART to the public through a drawing.

A big step to improve transit service was taken on September 27th when a new train storage area became operative. Designed to reduce delays due to disabled trains on the main line, the new facility is located adjacent to BART's Fremont line in Oakland at about 14th Avenue and 12th Street. It is officially designated as the "A-15 spur."

One of BART's operational problems has been system delays resulting from the inability to remove a crippled train from the main line until it could reach one of the three East Bay train yards. Because such trains often operate at extremely slow speeds, following trains must slow down or even stop until the cripple is withdrawn and the path cleared. The new spur, with room for a 10-car train, provides additional flexibility in disabled train removal and minimizes delays.

THE NORTH SHORE will be commemorated at the East Troy trolley museum on the week-end of January 22-23. This annual event is in tribute to the great old CNS&M interurban line that ended service 14 years ago. Special railfan operations will include rides on work equipment and locomotives. A three-car train of ex-North Shore cars also will be operated, with many photo stops and run-bys. A charge of $7.50 covers the entire week-end, including slide and movie programs. For further details write to The Wisconsin Electric Railway Historical Society, 3412A N. Fratney St., Milwaukee, Wisc. 53212.

SECRETARY OF TRANSPORTATION William T. Coleman, Jr., has announced that Urban Mass Transportation Administration concurs in principle in the State of New Jersey's proposed use up to $400 million in Federal funds for three major rail transit projects in northern New Jersey.

Says he: "This represents the first time UMTA has made a multi-year funding commitment to an entire package of public transportation projects. It gives the State of New Jersey assured funding for the planning of their future mass transit improvements."

UMTA will provide up to $157 million in capital grant funds for rail transit improvements in the Newark-Plainfield-Raritan corridor. It also will commit capital grant funds for fiscal years 1976-1980 to electrification and rehabilitation of the Erie Lackawanna's Morris and Essex Division, and for electrification and rehabilitation of portions of the New York & Long Branch Railroad.

For the Newark-Plainfield-Raritan corridor, UMTA will commit funds to either construction of PATH's rapid rail extension from Newark to Plainfield or an upgrading of Jersey Central's commuter rail service. Because the combined capital and operating costs of the PATH and CNJ options are nearly equal, determination of which service to implement will be left to state and local officials.

An $8,335,000 grant to assist with operating expenses of the Port Authority of Allegheny County's local rail and bus transit system serving the Pittsburgh area has been made by UMTA.

An additional grant of $79,455,200 has been made by UMTA to the Metropolitan Atlanta Rapid Transit Authority in Georgia for continued construction of the area's new rapid rail transit system. This brings the UMTA funding of Atlanta's new rail system to $559,797,333.

New Electric Publications

***Cincinnati Streetcars*, No. 7, Progress and Prosperity (and a subway sampling), 100 pages 8½x11", softbound. Available at $6.95 from Trolley Talk, 59 Euclid Ave., Wyoming, Ohio 45214. This book covers the period 1922-'32. During that time the curved-side cars, the Milford cars, the 100's, the Winton shops, and even buses arrived. It was actually the heyday of the Cincinnati Traction Co. Authors Wagner and Wright include a wealth of data, many photos, maps, reproductions of company forms, and even the story of the new subway that was under construction in the bed of the old Miami & Erie Canal. This project came near completion, only to be abandoned after two miles of tunnel and seven miles of surface right-of-way had been completed. With over $6 million already invested and more than $10 million more needed to finish it, the work suddenly stopped, never to be resumed.**

***Light Rail Transit: State of the Art Review*, 297 pages, 8½x11", soft cover binding. Available from the Superintendent of Documents, U.S. Govt. Printing Office, Washington, D.C. 20402. Stock number is 050-014-00010-0, price $4.30.**

Operational experience in cities of Western Europe and North America suggests that light rail is a viable transit alternative for U.S. cities as well. This state-of-the-art review calls for a common level of understanding of light rail transit among planners, community leaders, and decision makers. Contemporary planning concepts of light rail are included together with a description of guideways, stations, hardware, operations, and costs. The report focuses on the range of transit services offered by light rail, the utilization of a range of right-of-way opportunities along its routes, the lower investments, and the potential for staged deployment associated with this mode. Maps and photos are included.

***Light Rail Today*, 40 pages 11x8½", with soft covers, can be had for $2 from University of Wisconsin, School of Architecture and Urban Planning, Extension Programs, Milwaukee, Wis. 53201. This book gives the characteristics and applications of light rail operations particularly in Europe and especially in Germany. Besides many good photos, there are maps and statistics of operations in Europe and plans for American systems. One feature of the book deals with the proposed Stadtbahn-Rhein-Ruhr merger of some large German systems in the Rhur Valley into a single big tramway system.**

KEEP sending transit news to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719.

Detroit St. Ry. 401 proved disappointment in this '37 scene and was scrapped.
Photograph by Stephen D. Maguire

IN SEARCH OF STEAM

Mike Eagleson

THE NEW 25-mile Texas State Railroad, operated by the state's Parks and Wildlife Department, will officially begin steam-train operation this spring. Following an earlier right-of-way, the road was rebuilt largely by convict crews from Ellis and Eastham prison farms. This is not unusual. Many railroads in the South were built, in whole or part, by slave labor or convicts.

Main motive power is No. 200, formerly Southern Pacific 2248. The high-stepping 4-6-0 was once used in fire train service in California and Nevada in the Sierra Nevada range. She sports a huge diamond stack and an old-style headlight. The 80-year-old Ten-wheeler, built by Cooke Locomotive Works in Paterson, N.J., is painted blue, with bright yellow cars. Back-up power consists of 4-6-0 No. 201 (Cooke, 1901). Originally from the Texas & Pacific, she was donated by the City of Abiline to the new tourist road. Also, No. 300, a 1917 War Department 2-8-0, was restored and donated by Temple Industries. Ex-Tremont & Gulf No. 400 likewise graces the roster. She's a Baldwin 2-8-2 from Arizona, where she was used in smelter operation for a copper company. I wish the new state-owned road great success.

LOUIS S. VAN WEY, president of the Historical Society of Dunkirk, 536 Central Ave., Dunkirk, N.Y. 14048, is still seeking an available Brooks steam locomotive to display in the town of its birth. The predecessor to the American Locomotive Co. built 13,245 steamers in Dunkirk, but the town has only a bell and stone monument to show for it.

A RAILROAD which runs between Grand Rapids and Waterville, Ohio—the Toledo, Lake Erie & Western—has its ex-Brooklyn Eastern District Terminal 0-6-0T No. 15 up for sale for $10,000. The saddletanker was built by H.K. Porter in 1917 and was purchased from the Southern Appalachian Railway when that line folded in 1974. At the same time, the TLE&W is looking for a light road locomotive to auvment the present tourist service now being performed by its ex-Detroit Edison 0-6-0 No. 202. Baldwin built this hefty switcher in 1920. Having photographed this steam road, I must say it is very photogenic. The ride behind loud-talking No. 202 is excellent, and starts out of Grand Rapids by crossing the wide Maumee River on a dramatic bridge. I definitely recommend this steam trip.

NUMBER 1548, an ex-Chicago, Burlington & Quincy 0-6-0 long displayed at Cuyahoga Falls, Ohio, was recently moved to Quaker Square at Akron, reports William F. Myers, 17824 Dalewood Ave., Maple Heights, Ohio 44137.

ON JULY 2ND last year, as we announced, steam returned to the famous Virginia & Truckee at Virginia City, Nevada. Motive power on the restored tourist road is ex-Dardanelle & Russellville 4-4-0 No. 8, now relettered 28. This good-looking American Standard hauls two open gondolas and a caboose through spectacular desert scenery. Elsewhere the newly rebuilt Central Pacific station in Sacramento, Calif., now displays two ex-V&T engines: 2-4-0 No. 21, named *J. W. Bowker,* and 4-4-0 No. 12, *Genoa,* in addition to former Northwestern Pacific 4-6-0 No. 112, reports *Pacific News.* All three are owned by the Pacific Coast Chapter of the Railway & Locomotive Historical Society.

SUMPTER VALLEY RAILWAY at Sumpter Valley, Ore., gives forth the thunder of a genuine woodburning Heisler. Two-truck No. 3 was built in 1915 for W.H. Eccles Lumber Co., but now hauls fans on week-ends during her operating season. The road hopes to someday acquire ex-SV 2-8-2's Nos. 19 and 20, which were sold years ago to the White Pass & Yukon in Alaska and northern Canada. The 57-year-old, 100-ton American-built oilburners were renumbered 80 and 81.

ARIZONA'S once-popular White Mountain Scenic Railroad ceased operations last August. Its only two steamers—ex-Sierra Railroad 2-8-0 No. 36 and ex-Santa Maria Valley 2-8-2 No. 100—were sold to the Wasatch Mountain Railway at Heber City, Utah. No. 36 was traveling aboard a flatbed trailer along Route 666 between St. Johns and Sanders when the trailer split in two and dumped the hapless locomotive out onto the pavement. Fortunately, the personnel nor engine were injured, although an 18-foot path was dug into the roadway where the Mikado ground to a halt.

BUT A REAL TRAGEDY occurred recently in Japan when 11-year old Yoshihisa Ikura was killed by a steam locomotive he was photographing. The boy was among 100,000 spectators lining a 25-mile section of track to witness the passing of an exhibition train. Poor little Yoshihisa was taken to a hospital, where he died of a fractured skull three hours later.

AS WINTER COMES ON, work continues on ex-Pere Marquette 2-8-4 No. 1225 at East Lansing, Michigan. The superheater units have been removed and cleaned. After repair, a hydrostatic test of 600 p.s.i. was given to prove the strength of each unit. The Michigan State University Railroad Club hopes to find a covered-over home for the engine. This would speed the remaining work to be done and make the day closer when we can ride behind this well-restored gleaming giant. Which railroad will actually be willing to operate the Berkshire has not yet been determined.

FANS TRAVELING eastbound along highway route I-70 while photographing Colorado's Georgetown, Breckenridge & Leadville Railroad will find a good scenic overlook for train-watching, reports Bob Dunnavant, P.O. Box 670, Athens, Ala. 35611. By pulling your car off the highway, you can get a good view of the 2-8-0 oilburning No. 44 battling upgrade.

CANADIAN NATIONAL'S 4-8-2 No. 6060 has been doing a fantastic business on her regularly scheduled (in the printed timetable) Saturday run between Toronto and Niagara Falls. If last year's success is any indication, 1977 should be a very popular year for mainline steam in Canada.

FAMED fantripper Chicago, Burlington & Quincy 4-8-4 No. 5632 has finally met the torch. The 0-5b Borthern had thousands of admirers when she pounded regularly out of Chicago in the 1960s for the benefit of railfans and school children alike. Many hoped that once the Burlington ended steam trips, that the 4-8-4 would continue operating for her new owner, Dick Jensen. Alas, she proved too costly to repair and is now gone. Many of her sister engines linger on, however, displayed in parks.

THE FORT WAYNE Railway & Historical Society, P.O. Box 9082, Ft. Wayne, Ind. 46809, is currently selling cast-brass copies of the builder's plate off Nickel Plate 2-8-4 No. 765, and using the money to rebuild the Berkshire for mainline fantrips. The group also has in its possession, on a 99-year lease, ex-Wabash, Lake Erie & Ft. Wayne 0-6-0 No. 1, formerly Wabash No. 534. The switcher was on display at Swinney Park in Ft. Wayne. With proper financial backing, the club could restore her some day.

TRILBY, San Antonio & Cypress is the name of a new steam tourist road, reports the NRHS Blackhawk Chapter's *Spike & Tie.* The road started up last July 3rd, using an ex-Atlantic Coast Line, ex-Plant System 2-8-0. I'd like to see photos of this new excursion road.

SINCE 1961 the Toronto, Hamilton & Buffalo's 64-year-old No. 103 has been displayed in Gage Park, Hamilton, Ontario. Now deemed an eyesore, because of vandalism and rust, the good-looking Consolidation will receive a new home. Ontario Rail Association was offered the 2-8-0 for restoration. A second choice for her future is to go on display at Wentworth Pioneer Village at Rockton, Ontario. Only two TH&B steamers escaped the torch—this one and 0-6-0 No. 40, now displayed at Ottawa. Unfortunately, none of the handsome ex-New York Central Hudsons or Berkshires were preserved. Now only time and financial backing will tell if the well-proportioned 2-8-0 (Montreal, 1910) will ever be in steam again.

BRITISH RAILWAY'S 4-6-2 No. 35029, *Ellerman Lines,* has had her right side gutted to expose her working parts and innards. The Flying Scotsman Enterprises took charge in cutting the engine, which was held for nearly a decade in Barry scrap yard in Wales, awaiting demolition. The locomotive was certainly to be destroyed, but by half-scrapping she was turned into a "preserved" museum piece so future generations could study the insides of a modern coal-burner. Ironically, when I first visited Great Britain in 1966 to photograph its waning steam power, I caught the former Southern Railway Merchant Navy class Pacific named *Ellerman Lines* hauling a commuter train from London to Bournemouth. Who would have fortold that ten years later the same loco would be torched to *preserve*—rather than *scrap*—her?

MY FRIEND Steve Maguire reports that when he visited the CP&W steam museum line at Bloomsburg, Pa., last August 2nd he learned with dismay that its little railroad had made its last run the day before and is now abandoned, due to lack of patronage. Its disillusioned owner has sold the entire steam outfit, but he didn't reveal to whom. Its odd gage may cause problems for any buyer. The Climax engine may have gone to the Pennsylvania State Railroad Museum at Strasburg, Pa. Her boiler was burned out some time ago, so she had ceased to be operational and deserves to be in a museum.

The CW&P's passenger car from the old Newfoundland Railway was sold to the Pine Creek Railroad at Allaire State Park near Farmingdale, N.J., rejoining its old mate. Penn Central bought the latter car a few years ago. Now restored, it is operated on the Pine Creek line.

AS I WRITE THIS, I am about to fly to Turkey for steam-chasing there. Please continue sending steam news to Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856.

POCATELLO YARDMASTER by "Haywire Mac"

PICTURE a switch shanty in a busy terminal yard around 1930 or '40. A huge, dingy room with rows of lockers lining the walls and filling half the central floor space in the bargain. Here, too, is a pot-bellied "cannon" stove of the type once found in country depots, and a big table, stained with oil and hacked with the deep-cut initials and monikers of long-gone boomers.

Electric lights glow dimly in a fog of tobacco smoke. The benches are occupied by husky switchmen, cleaning smoky lantern globes, filling oil founts, hauling on overalls and thick-soled shoes.

Outside, a lone switch-engine barks and shoots up tan-colored smoke on the train-yard lead, where a belated crew is batting out a final string. The emphatic registering of the cuts as they go to a joint indicates that the engine foreman isn't any too happy about working right up to the pin.

At the big table in the shanty, two guys are effecting a turnover of the yard. The assistant yardmaster, who is going off shift, has been instructing the incoming one as to the tracks unswitched, trains to be made up and industries to be spotted.

The air is a-buzz with man-talk—gossip about baseball and boxing, speculation as to the possible winner in the fifth race tomorrow, a word or two of politics. In a momentary lull, a raucous basso is heard: "—so I sez to this alfafa super, I sez, 's-a-a-y, if you think I'm one o' them plow jockeys, fresh in from the acres, you got a think comin'. Why, I was switchin' boxcars when you was—' " and the voice is again submerged in the buzz of general conversation.

A grizzled car-hand turns to his neighbor with lifted eyebrow. "Who," he inquires, "is the Pocatello Yardmaster?"

"I dunno," comes the wearied response. "Been around here about a week, and Scrap Kelly says he couldn't switch his old man out of a carload of Chinamen."

AND SO the ghost that haunts the switch shanties of half a continent walks again. For the Night Yardmaster from Pocatello is as definitely a part of the folk lore of the rails as Casey Jones or *The Wreck of the Old 97*.

I first heard the term around 1906, and its generally accepted meaning is a loud-mouthed incompetent, a know-it-all, a guy who "talks" a damned good job of railroading but fails to deliver in the pinches.

Conversely, the highest term of praise that a switchman ever bestows upon another is to declare that he is a "good car-hand." When he says that he has said it all. For a good car-hand is one who can step into a strange yard, take charge of an engine the first night he "shows," do all of the *must* jobs and most of the chores on that shift, and keep his work caught up forever after—just as well as if he had been "made" right there.

In my boomer days, there was nothing unusual about a switchman working an engine during his first trick on a new job. It was often necessary to use one or more extra goats during rush seasons. The yardmasters, who naturally didn't like to break up regular crews, simply assigned three extra men to any extra engine, the "snake" with the most seniority automatically becoming the foreman, and the other two his helpers.

A "snake," of course, was a man who wore a membership button of the Switchmen's Union of North America, with its big serpentine "S."

Under such a setup, a "Pocatello Yardmaster" might play a one-night stand as engine foreman but you could bet all the cotton in Georgia that he'd be helping somebody else on his following trick.

There are two credible theories as to the origin of the term. The first of these claims that an extra snake was used to deliver switch lists at the Oregon Short Line's Pocatello terminal in Idaho. Because he was delivering the work, he was sarcastically referred to as the "yardmaster." Most of the extra men sooner or later caught the job, hence the abundance of "Pocatello Yardmasters."

This ancient theory sounds reasonable—up to a point. True, the "dinger," or assistant yardmaster of today is a latecomer in railroading. There weren't many of them in the average yard prior to 1917. The work was then split up between the day or night general yardmaster and the various engine foremen under his orders. Hence it is quite likely there was a switchman acting as errand boy for the GYM at Pocatello.

However, the first version doesn't account for the most important feature of the Pocatello Yardmaster legend, which is: that it's a term of scorn, of reproach, of indignity, in anybody's switch shanty. Indeed, under some circumstances, it might easily be a fighting word.

BACK at the turn of the century, when the rails were still licking their wounds after the big Pullman Strike of 1894, known as "the Debs Rebellion," and personal records were hard to straighten up, a certain young man was employed as chief clerk in the superintendent's office in Pocatello on the Oregon Short Line.

At the time there was plenty doing in the metropolis of the Idaho sage country and the super's chief clerk was a wide-stepper and a high-roller. He found his meager salary altogether inadequate in a town as full of gin mills, gambling joints, and whorehouses, as Pocatello was in those days.

Just about everybody was robbing the railroad company. Engineers and firemen unloaded coal for freezing homesteaders (at a price), while master maniacs and roundhouse foremen peddled coal by the carload and kerosene by the barrel to Pocatello business men. Passenger conductors kept all cash fares as a matter of routine and

freight train captains sold empties to the grain elevators along the line for $10 each. Brakemen grabbed all the 'bo money in sight, while the cinder bulls declared themselves in for a split whenever they got a chance.

The unfortunate super's chief clerk felt out of the picture. So, the lad used his noodle. After all, he was in charge of personnel records and handled all correspondence from other roads pertaining thereunto. In a stroke of genius, he hit upon the happy notion of selling fake service letters to the boomers at $5 per copy.

This service-letter gag had been designed by the kindly companies to eliminate the genus boomer and it therefore became the bounded duty of every migrant railroad worker to beat the system whenever and wherever he could. So, when the glad tidings began to spread, Pocatello was included in the itinerary of every traveling brother whose actual record was too badly warped or weather-cracked to be of much use.

The gallant chief clerk waxed prosperous for, unlike most peddlers of strictly phoney credentials, he could guarantee his letters to "stand up."

It was a sweet racket while it lasted and, as a letter certifying that "the bearer" had been night yardmaster at Pocatello cost no more than a reference as switchman or engine foreman, the whole Western country was, in a short time, lousy with guys who'd "had the night yard in Pocatello" and who could produce a service letter to prove it.

Incidentally, the *day* yardmaster was a well-known brass hat; his name was printed on the company stationery and, I believe, in *The Official Guide*; hence it was easier to use a fake moniker as *night* yardmaster in the phoney service letters.

Inevitably, these yardmaster's letters would be bought by the kind of characters who were literally incapable of switching a carload of perfume out of a train of manure. So, "Pocatello Yardmaster" became a synonym for loud-mouthed incompetence wherever lanterns talk a language and switch engines snort and boxcars roll to a clashing coupling.

THIS is my pet theory and, in support of it, I wrote to the Oregon Short Line for any dope they might have on the matter. My communication was kindly answered by E.C. Manson, assistant general manager of the Union Pacific, which now operates the old Oregon Short Line.

Mr. Manson didn't agree with my notion; in fact, he opined the OSL had "one of the finest personnel record systems in operation anywhere and such a thing could not possibly have happened there."

But I find it hard to reconcile the assistant general Manager's statement with my own observations as a brakeman in "Pokaloo," back in 1912 and '13. True, I have racked my intellect in vain, trying to recollect who was the GYM in those palmy days. But other features of the landscape and the local flora and fauna impressed me mightily.

I remember, for example, the Blackfoot Indians who used to ride in from the nearby reservation and loaf about the streets. Occasionally one could pick up a bit of bead- or leather-work from a squaw. Less often, some misguided stranger "made the can" for buying whiskey for an Indian, the said action being contrary to the statutes.

Similarly, I recall the names of certain affable brothers in white jackets who used to slide liquids across sundry slabs of mahogany and other putty-faced gents in "high-roller" Stetsons, box-backed coats, and patent-leather shoes who were the male consorts of the ladies on "the Line." These latter worthies were common to all Western towns. The prosperity of the community was advertised by their presence and the twenty-dollar gold pieces they wore for watch charms.

AS FOR LADIES on the wrong side of the tracks, Pocatello had one outstanding figure, a certain madame known to rails as "Pocatello Mary" and to old-time yeggs as "Salt Chunk Mary."

She was immortalized by Jack Black in *You Can't Win*, the best crook story I have every read. Mary had "connections." She was said to be the most efficient "fence" west of Kansas City, being able to handle anything stolen, from a hatful of postage stamps to a carload of pianos. She always kept on the back of the stove a salt chunk and a pot o' beans for the boys, and was popularly believed to have something on every public official in that end of the State of Idaho.

Mary used to go on a bender once in every three or four months. During such periods, she would let business slide at her own establishment while she took in the town—ambling amiably from bar to bar and calling up everybody in the house to drink with her.

After the second or third day of this procedure, she became the object of anxious concern on the part of all saloon-men and they made every effort to serve Mary and her retinue and get her out of the joint as speedily as possible. For Mary had her own way of finishing a bender. When she finally decided that the party was over she would signify her conclusions by sweeping up all bottles in sight and heaving them through the plate glass mirrors and windows.

She would also, if possible, pull the bar up by the roots and, as Mary was only a little bit less muscular than a cinnamon bear, she usually succeeded. Having wrecked the joint in a way that crusader Carrie Nation would have envied, she'd call a hack, climb into same, kick out all the glass, and be driven home in state, with her feet sticking out the window.

I mention this amiable female because she lived in the recollections of a host of boomers who worked in, or into, Pocatello. If the Pocatello Yardmaster legend ever grows to the gargantuan proportions of Paul Bunyan or John Henry, a place will be found in the saga for Pocatello Mary.

RETURNING to the subject of my correspondence with the assistant general manager of the Oregon Short Line, I hate to destroy the illusions of any official as to the infallibility of the per-

sonal record system on his "streak of rust" or any other road; but the fact is that the best systems in the country were occasionally outsmarted by the wily and resourceful boomer. To be specific, I'll name a couple of instances and Mr. Manson can have 'em checked against his old personnel files.

When I hired out on the Utah Division in 1912, one of the first guys I bumped into was Eddie Bean, with whom I had previously worked out of San Luis Obispo, California. Eddie had been hired as a conductor but also wished to establish seniority on the brakemen's board, for financial reasons.

He and I were soon called braking on an extra crew and it didn't take us long to discover that our conductor, making his first trip as such, couldn't tell his ass from his elbow. In fact, the guy didn't even know how to check the train register and get us out of town.

So my partner took the parlor-end of the drag and did the ORC's work for him. We were running over 175 miles of single iron that was plenty hot and it was no place for an amateur. "Jackpot meets," where three or four freights made the same siding for a passenger train, occurred every once in awhile, especially at Cache Junction; and Eddie and I were constantly on our toes keeping our "captain" out of trouble.

As the crew held together for some time, we had him so that he could stage a passable imitation of a freight conductor in about a month. His name was L.L. Pittman and the service letters on which the OSL hired him had been originally issued to his father! Eddie had altered the dates to fit his own age, and had never run a train in his life. Needless to say, he was letter perfect on the old book of rules; you had to get him near a boxcar to uncover his abysmal ignorance. He worked out of Salt Lake City for two years or more before being fired and his discharge had nothing to do with his previous personnel record.

OR TAKE another instance. Around about May of 1917, John James ("Little Jack") Hogan was switching in Salt Lake Yard for the OSL. Along came a boomer named Clodfelter and borrowed Hogan's service letters in order to get work on the Denver & Rio Grande. There was nothing unusual about this in boomer circles. But Clodfelter, instead of following his announced intentions, proceeded to hit the OSL for a job switching in Pocatello—and landed it!

This new guy was hired and examined by the same chief clerk who had passed the actual owner of the service letters less than two months before. Hogan was fit to be tied, as he liked his berth in Salt Lake and wanted to stay there. He naturally expected to be hauled onto the carpet at any time about the matter. But nothing happened.

Clodfelter worked about a month in Pocatello, blew up, and headed for the Coast. In August of the same year he again hired out to the OSL for a job in Salt Lake yard, this time under his own name. Hogan, for his part, received his letters back and the last I heard of him, he was holding down a good job on the State Harbor Belt Line on the San Francisco water front. He became president of the local lodge of the SU of NA and a delegate to the San Francisco Labor Council.

Again: in 1912 a lad named Eddie Flood came into Salt Lake from Nevada with a fat stake and a burning desire to get a job on the Oregon Short Line. His service letters were OK, but he was a bit afraid of the physical examination, which was supposed to be tough. He met another boomer in the old Hurry Back bar and paid said brother five bucks to pass the doctor in his stead.

The deal went through without a hitch. The Nevada boy got his coveted job; the OSL acquired a good car-hand, and the traveling brother was ahead one totally unexpected five spot. *But the guy who had illegally passed the stringent medical examination of the OSL had an artificial leg!*

This is a fact. The only way I can find to account for it is that the regular medical examiner either handed his duties over to a substitute or else was so swamped with work that he didn't take time to make the routine examination. The crippled brother had lost his right leg just above the ankle and had such a highly efficient cork substitute that it just about defied detection without stripping.

In the instances which I have cited, there was absolutely no indication of connivance or skullduggery on the part of OSL clerks or officials, and I will gamble a stack of blue chips that an earnest investigator could dig up comparable instances in the record-files of almost any U.S. railroad.

THE POCATELLO of today is not the town I knew long ago. The Chamber of Commerce frowns on references to "Pokaloo." Its own term "Idaho's Gate City," has less lilt but better psychological appeal.

Through the shallow pass in which this city sprawls, a steady stream of rail traffic rambles east and west. The terminal ranks as the biggest railroad center between Omaha and Portland, Oregon.

A far different character from his legendary namesake was a more recent "big chief" of the Pocatello layout. Yardmaster James B. Doyle was a callboy on the old Northern Pacific at Helena, during the hell-roaring days. Did a bit of booming himself, on the Santa Fe and the Western Pacific, before the UP got him back in 1926. Three years later he landed his yardmaster job. There were an even half dozen yards outside his office windows.

"The job of a Pocatello YM isn't as hard today as it used to be," James Doyle told me. "If you could hold this post for twelve months back in the old days you were a super-man. But the modern age has changed the picture. It isn't the big, tough-and-rough fellow who gets to the top, under the present set-up. Promotion comes rather to the dependable and steady man who knows what his job is and keeps after it. Your younger man many boom around for a couple of years, but only until he finds a permanent job he likes. And it's hard work that lands it; not Pocatello Yardmaster credentials!" ●

TRACKSIDE in the DIESEL AGE

by Jim Edmonston

Erie Lackawanna (N.J. DOT) U-34CH No. 3351 just after delivery in 1971 in a publicity pose. Big loco had no trouble with the two-car consist.

General Electric photograph

ONCE AGAIN the major news is about ConRail. If you haven't been keeping up, you've got a long way to go. There were a lot of fans I know who, like me, just couldn't see burning film on those all-black PC engines, and so left PC out of trip plans. But now . . . just position yourself on one of the ConRail mains, especially in eastern Ohio, and watch those paint schemes roll! The latest great deal involves over 150 Canadian National units on lease! Not just junkers and old Geeps, either. In Sharon Yard, Cincinnati, recently were three models: Alco (Montreal) C-424's, M-636 and EMD GP-40-2L(W), the last one being those ultra-modern crew-comfort wide cabs. First time ever for the M-636 and the wide-cab in this area.

The first report of numbers and types leased appeared in Issue 56 of *Extra 2200 South*, Page 21, and in addition to the three models I saw, there are straight GP-40's and one GP-35. Not only that, but there are more numbers added since that report. I understand from Joe Jack, Conway, Pa., that the EMD's will be maintained at Collinwood and the Montreals (Alco designs) will go to Selkirk.

Wayne Smith, 504 S. Colfax, Warsaw, Indiana 46580 reported seeing two of the wide-cabs running through there recently. Later on, Wayne spotted GP-40's (straight) 4013 and 4015. The wife of a retired B&O conductor, Mrs. R.J. Van Boven, 220 Napoleon Rd., Apt. 2A, Bowling Green, Ohio 43402 saw three CN units heading south on Sept. 18th. Al Shade of Cleveland, where EMD models will be maintained, hadn't seen any as of Sept. 12, and Joe Jack, Conway dispatcher, was still looking for them on Sept. 10. So, it's safe to say that Sept. 15 was a good "first day" date.

Not only are CN units new on ConRail, either, as the big road has started to ship units to Precision National in Paducah, Ky., (ICG Shop) for rebuilding. Precision units are on lease while this is going on. On Sept. 8, Bill Murray, 49 Washington St., Salamanca, N.Y. 14779 spotted PNC 6528 on the ready track, called for eastbound UNL-4 to Hornell and Sayre. Same unit was spotted in Sharon Yard in late September.

Al Shade reports that two of the SP&S Alco RS-3's are operating in Youngstown, Ohio. Ore power in the Cleveland area being very short sets of F-7's are being helped out by Detroit Edison units at times. ConRail piggyback and container traffic has been very heavy due in part to the Halifax dock strike. Diverted containers for the interior of Canada are coming in at Kearny, N.J., and moving over ConRail. In addition, during East Coast United Parcel Service strike, CR set up a temporary ramp at Peekskill, N.Y., to funnel UPS trailers to Chicago and Potomac Yard. Possibly the reason for the CN leasers is just this expanded traffic. ConRail's piggyback manager in Cincinnati, Ron Stahl, told me that CR had 17,000 pigs moving on Saturday, Oct. 2, which is more than all of the other roads east of the Mississippi combined.

Joe Jack reports that in September, EMD's huge new electric, GM-10B No. 1976 (10,000-hp, B-B-B arrangement) went through Conway enroute to Enola with two EMD Dynamometer Cars and SD-45X (experimental) 5740, still carrying her experimental rating of 4200-hp. That test set gets around, as both test cars and 5740 were reported in Auburn, Wash., on July 24th, per *Extra 2200 South*.

Ed Crawford, 928 Banfield, Toronto, Ontario 43964 reports that ConRail GP-30 No. 2194 is not the only blue unit without the ConRail logo; SD-45 No. 6103 also lacks it. So does F-7 No. 1648 and a couple of blue GP-9's I've seen.

From the New Jersey area, Jerry Rosenfeld of Dumont, is finally getting to see some blue ConRail units, one being U-36C No. 6591 that appeared in this column, and U-25B No. 2580. The PNC GP-35 No. 6528, mentioned earlier in Salamanca, N.Y., was spotted in Ridgefield Park, N.J., on Sept. 28. She is ex-SP, same number, but derated to 1850-hp, although with no apparent external changes, except Precision's green and yellow paint. Switchers mentioned in the area include Alco S-2's No. 9817, 9851, 9769 and rare T-6 No. 9846.

More examples of ConRail blue locos without the ConRail logo are: GP-40 No. 3249, SD-35 No. 6030, GP-7 No. 5839 and GP-9 No. 7171. Jerry found New York, Susquehanna & Western, although bankrupt and left out of ConRail, still active at Ridgefield, N.J., on Sept. 25, GP-18's No.'s 1800 and 1802 were busy, as was RS-1 No. 238, which has been freshly repainted in the orange and black, like the GP-18's. Stored were S-2 switchers No.'s 202, 205, and 203 and RS-1's No.'s 231, 234, 236 and 256. In the house but in use were GP-18 No. 1804 and RS-1's No.'s 240 and 252, with 252 in Bicentennial paint. NYSW 40-foot PS-1 boxcar 402 has been freshly painted in orange and black.

Jerry Pitts, 81 Robinwood Road, Hamden, Conn. 06517 adds yellow to the list of ConRail freight colors, although this is used on maintenance equipment. This is an old PRR practice. Branford Steam Railroad's Bicentennial SW-1001, which we featured last month, now has numbers and lettering, after a month of service. She is 7357, which follows 44-tonners 7353-56, a strange numbering scheme.

Speaking of yellow, a big yellow Alligator (Alco DL-600B/RSD-15) showed up on ConRail at Sharon Yard in mid-September. She was Peabody Coal Co. 9846, ex-ATSF carrying same number with all lettering and numbering except numberboards painted out, but still had Peabody's burning-lump-of-coal logo on her sides. Reports have it she went north through Dayton, lashed up in a ConRail power set. The big low-nosed C-C is the first RSD-15 ever seen in these parts. Anybody know where she went?

GE demo 301 put in at least one appearance on Louisville & Nashville's Evansville Division, Nov. 20, 1971, near Kelly, Ky. It came up from the South as the third unit behind two EMD's. Power was exchanged with a southbound train, and 301 became the lead unit. Northbound train wound up with all-EMD power. The U-36B was photographed approximately 80 miles north of Radnor.

Jerry Mart, 1731-B Jan Drive, Hopkinsville, Ky. 42240

A REPORT on the New York & Long Branch operations in the Sept. '76 issue needs correction, according to John Taibi of The Lensmen, and James L. Langan, 11 Collinson Drive, New Monmouth, N.J. 07748. Report should read: Power consists of PC E-7's (4224, 4233 and 4244), E-8's from both PRR and NYC heritage, and ex-CNJ train, "swapped" power during the northbound a.m. and the correspondant said. This type of operation is used in the ex-CNJ mainline between Newark and Raritan. Service has been interrupted on rare occasions when the Raritan River bridge was knocked out, and buses used between South Amboy and Perth Amboy. The Newark Bay bridge reference was in complete error, being nowhere near the NY&LB. Ex-PC trains change power at South Amboy from E's to GG-1's, while ex-CNJ trains run through to Newark on diesel power.

Last summer, one ex-PC and one ex-CNJ train "swapped" power during the northbound a.m. rush and the southbound p.m. rush, and the power change at South Amboy allowed midday runs (trains 1111 and 1126) to use GP-40P power. This was discontinued on Labor Day. Side effects of this saw the E-8's running through to Newark and getting through the CNJ washers too often, causing peeling of the "quickie" black PC paint. E-8 No. 4272 now shows two old PRR Keystones on her sides and some of the Ex-NYC E-8's are starting to sport NYC ovals on the noses. The ex-BN cars were purchased outright by the N.J. DOT. Jersey Coast Club observation is not ex-Rock Island, but Florida East Coast, off the old *Champion/Flagler* service. Let's hope that clears up the situation.

The N.J. DOT has signed the first contracts for the engineering phase of NY&LB electrification extension to a point between Red Bank and Long Branch. Predictions are that service to Matawan would begin in late 1977, and beyond by 1979-80. Equipment notes say that 50 MU's have been added to the order currently under construction at GE, and 12 more coaches have been purchased (source not mentioned) and service facilities are going in at Bay Head to relieve Sunnyside and Elizabethport.

CHESSIE SYSTEM has reinstated its Philadelphia-St. Louis piggyback hotshot in both directions, the St. Louis Trailer Jet. During the recent recession following the oil crisis, B&O had to cut down on extra service and the piggybacks were hauled in standard trains, which did not please customers and accounted for a drop in high-class pig traffic. Now, though, the hot schedule is back as of October 1 and is going great guns. I have seen the train twice since its rebirth and both occasions westbound, on time through Cincinnati (4:15 PM), with about 65-70 flats, all loaded with trailers.

ALCO FANS will be interested in knowing B&O has reactivated one more S-2 No. 9178, in Cincinnati, making a total of five, and two S-4's, No.'s 9013 and 9018. These are the only B&O S-4's ever operated here, to my knowledge. 9017 also was running a short time but is now back in the dead line. That dead line, by the way, was over 20 engines at one time, but is now down to 6, what with 7 active Alcos and the rest disposed of.

We got another surprise recently when Western Maryland RS-2 (1600-hp, one of the rare E-1661C models) 182 came in as third unit on a westbound grain extra. Alco road power is completely unknown on B&O out here. Speaking of WM Alcos, a group of locos which had been stored with capped stacks at Cumberland is now down to three units. On Aug. 9, '76, engines 180, 181, 182, 183, 187, 189, 190, 191, 192, 194 through 198 were reported there.

John Kunis of Cumberland writes that only 191 Rs-3 and S-6 switchers 151-152 are left. It's thought that the rest have been returned to service, and this may be true, as sets of RS-3's have been reported working at Gaithersburg, Md., on the B&O in helper service. 182 was seen out here, and 181, 196 and 198 have been seen in Baltimore. John Kunis also reports two S-2's in storage at Connellsville, Pa., 9034 and 9063, and one operating, 9046.

Arriving in Cumberland Shops with covered stacks were 9447, a calf unit (B unit) from the old C&O TR-3 set, NW-2 No. 9519, SW-9 No. 9602 and three units from Alco dead line, Staten Island S-2 No. 9031, B&O S-2 No. 9060 and S-4 No. 9088. Will they be shopped, scrapped or sold? Outshopped and in new Chessie paint SW-900 No. 9401 and SW-1 No. 8407. SW-1 No. 8403 has appeared in Cincinnati in old paint, which is rare.

B&O handled Montpelier & Barre GE 70-tonner 48 in late September, delivering her to the L&N at DeCoursey, Ky. She's bound for Birmingham Rail & Loco for either parts or rebuild for resale. Externally, the long-stored loco looks bad, with no glass anywhere, cab controls ravaged, and very rusty. She's still in old St. Johnsbury & Lamoille County R.R. paint, but has M&B stencilled on hoods and cab. I saw the waybill, and how's this for

Side by side at Christchurch depot on Dec. 16, '75, is New Zealand Government Railways' railcar RM110 and DJ class loco 1216. The 1216, built in Japan by Mitsubishi, has just arrived from Picton, and railcar, built in England by Drewry Car Co., is about to leave for Dunedin. Photograph by William T. Morgan

routing! Central Vermont out of Montpelier Jct., to CN, CN to GTW to Detroit, Detroit & Toledo Shore Line, to B&O at Toledo, B&O to L&N at De-Coursey, to destination. That should run the rust off her wheels anyway.

BL-2's in the news: On Saturday, Oct. 2, the Kentucky Railway Museum of Louisville operated their ex-Monon BL-2 and mixed passenger equipment on short special runs from Cincinnati Union Terminal to Newport, Ky., and return over C&O. A C&O GP-40, coupled to the rear, and formed a push-pull operation. This was done for charity as part of a local Celebrity Fair here sponsored by the media. Trains were full and I heard no complaints.

Rumors say that Western Maryland BL-2's are being repainted, but not in Chessie colors, rather, old WM black. I had heard that one of these was museum-bound, which might explain the paint, but if they can reactivate RS-3's, possibly the BL-2's have service life left.

Nothing further on the Columbus & Greenville's bid to buy Bangor & Aroostook's BL-2's. Let's hope that comes off for the good.

WRECK NOTES: John Conroy, 924 Prestwood Road, Baltimore, Md. 21228 says that a ConRail freight derailment in the John St. tunnel, right in the heart of town, tied up 42 passenger trains. Neither ConRail nor Amtrak did a good job of informing passengers about the delay, resulting in resentment, magnified by irate reports in the press and on TV. Buses were used between Baltimore and Washington until the mess could be cleared up.

The *Atlanta Constitution* on Sept. 10th carried a gruesome photo of a body being retrieved from a L&N GP-40 at Remlap, Alabama, after a head-on between two freights. Two men were killed and two others injured in the crash. One engine number visible is 1100, a GP-35, which was demolished.

The ghost of Casey Jones must still haunt Mississippi as the *Panama Limited*, running on ICG rails, derailed again at Vaiden, Miss., putting all 11 cars on the ground and injuring 30. The mishap occurred Sept. 9, as the southbound *Panama* was making 79 mph, which is the speed limit in this area. The *Panama* derailed 27 miles further south last June 30, killing one.

A Canadian National Tempo Train in southwestern Ontario derailed Sept. 10, two miles east of Windsor, splitting a switch which might have been tampered with. Several injuries reported, nothing about damage to equipment.

WESTERN MARYLAND SD-40 No. 7574 suffered a cab fire and was repaired and repainted in Chessie colors, the first big WM unit to get them. The four U-36B's that Auto-Train had ordered but never paid for were sold off to ConRail, the first new units bought by the road. These had been built, painted and lettered for Auto-Train but never left Erie, Pa. They will be ConRail 2971-74, I assume in blue and white.

SOUTHERN ran a stockholder's special to Cincinnati in late September, using E-8's No.'s 6910 and 6902, in Virginia green and gold with the Bicen decals. First time I'd seen these; very impressive. It was first Southern E-8's in here in many moons.

IN CANADA, CP Rail still having RDC troubles, as 9106 is in Ogden Shops, with GP-9 No. 8522 taking over its run between Calgary-Edmonton. On Vancouver Island, 9103 has been having cooling troubles, so a GP-9 is pulling it around the island as a coach. RS-3 No. 8435 is getting a chopped-nose for

Framed through ticket window of closed Gulf, Mobile & Ohio depot, Paducah re-built 7707 returns to Bloomington, Ill., with Jacksonville train, May '76.

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hump service at St. Luc, making the 8th such unit in yard service at St. Luc, with nine more RS-3's at Winnipeg, none in service there yet. CP has advanced plans to abandon 20.8% of prairie branches, and spend $173.7 million to upgrade the rest. CN hopes to abandon 2470 miles, leaving 7180 miles of prairie branches. They want to double-track 11 miles in the Fraser River valley to ease coal drag operations, but the 3.5 miles near Mt. Lehman must stay single due to engineering difficulties. On CN's scrapline at London, Ontario are units: 23 (ex-8471), 8483, 8021, 8025, 8016, 8143, 8433, 8484, 8473, 1710 and 1719.

AUTO-TRAIN and Amtrak were scheduled to start a joint Louisville-Sanford (Fla.) operation on Oct. 31. Auto-Train will add nine of its cars to the 10-car *Floridian*. The *Floridian* will use Auto-Train's station out by Strawberry Yard instead of the downtown L&N facility.

L.P. Cummings, 129 Nevin Street, Lancaster, Pa. 17603 reports that PC 4201, EX-PRR 5901, EMD E-7A, is now at the Pennsylvania Railroad Museum at Strasburg, Pa., sitting outside next to M-1 4-8-2 No. 6755. She and 5900 were the first two PRR E-units, built in 1945. Warwick RR 7, then Strasburg 44 7, a B-B steeple-cab electric rebuilt with a diesel engine, is sitting derelict on the Strasburg RR, minus her diesel prime mover.

ELECTRO-MOTIVE DIVISION of GM reports receiving an order for thirty 1500-hp C-C units for the Nigerian Railway. They should be shipped in the second quarter of 1977, joining 25 other GM units sent to Nigeria in 1958.

JOHN R. COX, 3011 31st West, Seattle, Washington 98199, says that just after the last Amtrak E-8's left his area, new Amfleet cars arrived, making most of the heater cars surplus. These have been shipped out, with two kept for service on special trains. The SDP-40F's are due to get their boilers replaced with HEP equipment soon. Older diesel units are still in use on freights in John's area. The Auburn-Everett (Wash.) turn, famous for its use of the last US FT's, still uses F units in various color schemes. Lately, one of the last F-3's on the BN was in the lashup, still in faded Great Northern colors. UP Alco RS-11's and other Alco models have been seen more often recently with the RS-11's getting new paint. The big C-636's that were stored are also going back to work.

BILL PLACK, 939 Rita Drive, Pittsburgh, Pa. 15221 has found a little 25-ton Plymouth 0-4-0 of about 1941 vintage working at the Carnegie Institute's steam plant, switching hoppers off the B&O. It's located in Panther Hollow right under the Panther Hollow bridge, which connects the University of Pittsburgh with Carnegie Tech. I spent many hours in that Hollow in 1954-58 watching B&O 2-10-2's struggle up hill. The steam plant got the loco about five years ago, replacing a rubber-tired trackmobile.

JIM CHEKOURAS, Box 541, Ashtabula, Ohio 44004 ran down two of the three units worked by Cleveland Electric Illuminating. One is 11, a GE 95-tonner (endcab), 600-hp blt. April '51, all black with absolutely no lettering or numbering. The other is an Alco S-2, No. 1776, painted in Bicentennial red, white and blue, but not lettered and having no plates or identification, making it impossible to trace. Style of construction places her about 1947-50. Jim could not locate the third unit supposedly used in Ashtabula. It could have been at another location. CEI had a Heisler 0-6-OT Fireless Cooker 6 until recently, and Jim says they "sold it to an historical association." Who knows where she is? Up until the early fifties, CEI had shays at that plant.

JEFF MYERS, 1555 West Acre Drive, Muscatine, Iowa 52761 spotted Milwaukee FP-45 No. 4 on a Kansas City-bound Milw freight on October 5. She was running in the company of four GP-40's, which are the normal power on this district. Milwaukee normally uses only B-B units through Muscatine, so the FP-45 was a rare sight.

BRAD ROVETTA, Florida Dept. of Commerce, 107 W. Gaines Street, Tallahassee, Florida 32304 is looking for a copy of the "Railfan's Guide to Museums and Park Displays," a book by Herold Cox. Mr. Cox, the author, has only one copy of the book and can't offer advice where to find it. Can you help?

IF YOU KNOW a good spot in the hot, dry southwest, close to a busy mainline, where the last few "genuine" hoboes can go to live out their retirement, contact Rod Clarke, care of the Boston Sunday Globe Rod's story in the *Globe* for Oct. 3, '76, told of the Hobo Foundation's search for a place where "a few old boxcars or even some wood shacks with cookstoves in them" could be set out for a "hobo retirement camp." It must be in the southwest, where the hot, dry air would agree with them.

Diesels are not often used as auxiliary steam boilers, but SP does it at the 6th and King streets coach yard in San Francisco to clean a car.

K.G. McIntrye, Pacifica, Calif. 94044

According to John McClaughry, a former Vermont legislator and hobo, who once was known as Feather River John, only 200 of the "real" hoboes (not just destitute bums, but lifelong drifter) still remain. Most of them are past 60, with Chicken Red Donovan being 95 and Hood River Blackie, the youngest at 50. The sights these men have seen represent Heaven to the railfan of tdoday—if only they'd taken slides!

AFTER THE SUCCESS in beefing up their test-bed demos 301-304, General Electric started accepting orders for an unprecedented 3600-hp B-B, the U-36B. This was the highest horsepower available on four axles. Seaboard Coast Line became the first buyer, with the first unit completed Jan. '69. Later, with the inception of Auto-Train, which uses SCL rails for the most part between Lorton, Va., and Sanford, Florida, SCL influenced the buying of A-T's U-36B's. Of course, if A-T had flopped, these locos would fit right in with SCL's new units. Thus, SCL and A-T were the only takers of the model, with 125 locos built.

A late development finds ConRail as a third owner. Four Auto-Train U-36B's, which were built and finished in A-T colors, were never shipped from Erie as A-T never finalized its buying of them. These four locos will become ConRail 2971-74. The U-36B is externally indistinguishable from the late U-33B, and except for internal equipment "beefed up" for the high horsepower, is basically the same throughout. Steel-capped pistons and the larger BC-080 turbocharger are used in U-36's. The addition of these components and changes in fuel-rack settings would make a U-36 out of any U-33. U-36B techically came out of the GE catalog in Septemter '76. All units

built after that will carry GE's new model designation, showing axles, hp and year built, so that a new "U-36B" built at this time would be known as a B-36-7.

IN NOVEMBER, 1970, a new model was built for the EL Commuter operations under the control of the New Jersey Dept. of Transportation. This was U-34CH, a fore-runner of the U-36C. The model has a gross hp rating of 3600, but 170-hp for train auxiliaries is tapped off, leaving 3430-hp for traction. This varies with size of train, as more horses are tapped off making more cars to heat, cool, and light. 32 U-34Ch's were built from Nov. '70 to Jan. '73 all for N.J. DOT, now running on ConRail.

About a year later, in Oct. '71, Clinchfield received the first U-36C. These big fellows are again indistinguishable from U-33C's, with the same upgraded internal components. U-36's to date (and that's all, brother, due to new models) total 218, with production going to six owners: Clinchfield, Milwaukee, Santa Fe, Erie Lackawanna (now ConRail), National of Mexico, and Ferricarril del Pacifico in that order. N de M also bought 20 U-36CG's, or standard U-36C's with steam generating capability, no external difference except steam exhaust stack. These are N de M 8938-8957. These big fellows represent the top GE horsepower in a locomotive designed for general use.

Special double-engine units, U-50's, were sold to both Union Pacific and Southern Pacific in the power-mad early sixties. We'll take them up next time around.

Locally, our only look at the U-36 line was to drive 100 miles to Louisville and view Auto-Train's beautiful U-36B's. Now, though, A-T has entered into an agreement with Amtrak. I doubt if we'll see A-T power out this way again. ConRail offers ex-EL U-36C's, although they are rare. We can now look for the four new ConRail U-36B's. Already the new models are out, with BN getting C30-7 No. 5500, Providence & Worcester a B18-7, No. 1801, and Southern surprising us with an order for B23-7's No.'s 3955-69.

A final ConRail note: a visit to Sharon Yard on Oct. 8th found a blue GP-35, SP&S (BN) RS-3 No. 4064, plus two CN units, an M-636 and a C-424.

Send diesel news to me at 821 Clearfield Lane, Cincinnati, Ohio 45240.

U36B 4010 on southbound Auto-Train near Goodlettsville, Tenn., in July '75.

Photograph by Jerry Mart

Auto-Train 4012 rolling to Louisville, north of Madison, Tenn., July '75.

Photograph by Jerry Mart

Clinchfield 3600, first U-36C, at GE plant, Erie, Pa., in October, 1971.

Photograph by Art Wheeler

Photograph by A. Dodgar

No. 8709, part of Santa Fe's first U-36C order, has a modern air-conditioned cab. Locomotive is seen at General Electric plant, Erie, Pa., June '72.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. What are the future prospects for U.S. railroads?

With fourth-quarter earning prospects excellent, on top of a big jump in revenue over the third quarter a year ago, the railroad industry is in far better shape than it was at the beginning of 1976, and the outlook brighter than it was a few years ago. I think there is an increased public awareness of the value of railroads. Factors that go into land use planning, the use of energy, and pollution and productivity all point to steel rails as the best way to go.

Congress and the Executive Branch have reacted in varying ways, all directed to a belief on their part that transportation must be improved and railroads must play a more important role. As it stands now, the waterways, highways, and airlies get much financial help from the government. Railroads cannot compete with this cost differential. Hopefully, they won't have to, quite so much, aided by operation incentives.

2. What was the Katy's flood signal device?

MKT installed an automatic signal in the early 1950's on two bridges on the fork of the Red River near Witchita Falls, Texas, consisting of a float which rose with the water to break a circuit and flashed a stop signal when the water was at a danger level. The stop signal warned the hoghead to inspect the bridge and proceed with caution. Previously, similar signals had been in use for several years on rails where washouts were dangerous, but no bridges, as far as we know, had been equiped with them before. Sudden floods and bubbling quicksand that pulled away the bridge pilings with little warnings had made these spans particularly dangerous.

3. What did railroads do to help make Bar Harbor, Maine, a famous vacation place?

They did a lot for the development of this storied resort on Mt. Desert Island with its stately castle-like homes and terraced gardens overlooking the Atlantic Ocean. In 1881 the Maine Shore Line R.R., operated by Maine Central, began service between Brewer and the Mt. Desert ferry dock at Hancock Point. At about the same time, MEC got control of the Portland, Bangor, Mt. Desert & Machias Steamboat Co., operating in Penobscot Bay and Frenchman's Bay.

The purchase of the steamer *Norumbega* improved ferry service in Frenchman's Bay, and sleepers were initiated in 1902 from New York to Portland, where they were picked up by the *Bar Harbor Express*, which had begun running in 1885. A new era was born in 1917 with the train hauling sleepers over the Pennsy from Washington, D.C., to New York and New Haven R.R. from New York to Worcester via New London, while Boston & Maine from Worcester to Portland connected with MEC and the ferry at Hancock.

In the 1920s the automobile became more popular and a cry went up for a bridge from the mainland to the island. On May 30, 1931, with the Depression taking over, the train only ran to Ellsworth, with steamer service discontinued, MEC buses took passengers to Bar Harbor. The great fire of 1947 at Bar Harbor and the huge increase of highway travel cut rail patronage to only week-end service. The last trip westward was Sept. 5, 1960, which was the Maine Central's final day of passenger service.

4. When was the last run of Denver & Rio Grande Western's passenger train *Shavano*?

The *Shavano*, inaugurated in April, 1937, had a very short life. It seldom got publicity and was never listed in the timetables as having parlor-car service. This first-class narrow-gage train made its final run on Nov. 24, 1940. For further info and pix on the *Shavano* read Gil Lathrop's recently published *Rio Grande Glory Days*, published by Golden West Books.

5. Did the late King Edward VII of England, while visiting Canada as Prince of Wales, bring his Royal Train into Ottawa?

He did, indeed, and enjoyed every minute of it. Near the end of his visit on Nov. 16, 1919, the future King was traveling on the Royal Train enroute to Ottawa from Toronto when it stopped at a siding near Colborne. He stepped off the train, chatted with some of the crew for a while, and then headed for the locomotive, Canadian Pacific No. 2231. The Prince mounted the cab, listened to how an engine was operated, expressed a desire to drive her, and became an amateur hogger taking his own train on the remaining 18 miles to Toronto, but closely supervised by the real engineer.

6. I work for Western Pacific. How are sickness and unemployment benefits financed?

Railroad companies pay their entire cost. Recent amendments almost doubled the tax rate on employers to finance the higher levels of jobless and sickness benefits now payable to railroad workers under the Railroad Unemployment Insurance Act.

7. Which were the first and last trains into Broad St. Station, Richmond, Va.?

Richmond, Fredericksburg & Potomac No. 68, pulling train No. 9 from Washington, D.C., had first time honors at 12:15 p.m., Jan. 6, 1919. The first train to leave the then-new station was RF&P No. 53, hauling northbound train No. 70 at 1:07 p.m. on the same day. The last train to use Broad St. Terminal facilities was No. 88, northbound Amtrak *Meteor/Champion*, which arrived at 4:39 a.m., Nov. 15, 1975, and left at 4:48 a.m.

8. Words, please, to "The Rotary," by Olin Lyman.

Thunder in the cut, and snow plume flying
In a whirling white mist, beneath a cold black sky;
Winking dots of starlight and a witch-wind crying,

Milwaukee rotary plow opening St. Paul Pass at summit of Bitter Root Mountains many years ago.
William Adelman, Avery, Idaho

Clutching at the spindrift that the plow hurls high.
Bucking the cut, and a-howling and a-grinding,
Growling of the gears and the hissing steam behind;
Headlights a-glaring and the banked resistance finding
Smashing down the ramparts that are captained by the wind.
Snowdrifts in the cut, and grimy men a-toiling,
Path to make for traffic ere the dawn that's due;
Men, blue-cold, but with energy a-boiling;
Heart and hand together, and the job a-coming through.
Screeching in the cut as the rasped rails shiver;
Bellowing of boilers and the wind's mad yawl;
Crashing in the cut while the piled drifts quiver;
And bang! goes the plow through old Jericho's wall!

9. Tell me about Ohio's Dayton & Western Traction.

Chartered in May, 1897, First cars ran June 26, 1898. After a few years of operation, the line came under control of the same interests operating the City Railway of Dayton, the Dayton & Troy, the Oakwood St. Ry., and the Barney & Smith Car Co. Leased in perpetuity to the Schoepf-McGowan Syndicate in 1906, it became part of the Indiana, Columbus & Eastern, and later of the Ohio Electric. The line was a vital link in the east-west interurban route from Zanesville to Indianapolis.

Following the Ohio Electric bankruptcy, the road was returned to its original stockholders in April, 1920. After a period of aggressive operation in the 1920s, the Depression forced bankruptcy in 1931. The bank which had loaned money to rebuild various cars foreclosed and repossessed them. Cincinnati & Lake Erie then for awhile took over the scheduling and operations of D&WT. Revenues continued to drop. But for its sole freight Ohio-Indiana link, the line might have been abandoned earlier than it was. This day finally came on May 9, 1937, after six fruitless years of red ink operation by Indiana Railroad. The trail of the old D&WT is still easy to follow via highways west out of Dayton.

10. Did the Pennsy ever buy a French experimental steam locomotive?

Yes, a De Glehn type, and tested her at the Altoona Shops. She never proved a howling success.

11. Anything on the Canadian Autoliner?

Yes,. This is a rather new CN freight train running on the Great Lakes and

Canadian Pacific rotary ready to assault mountain snows at Revelstoke, B.C.

Prairie Regions, moving autombiles in bi-level and tri-level carriers from Windsor to Winnipeg in 44 hours. It picks up traffic from four auto manufacturers from Windsor to Doncaster, where it hooks on cars moved from the GM plant in Oshawa. The schedule calls for deliveries to western Canada a day earlier than under previous rail arrangements. Distribution beyond Winnipeg is handled by other freight trains. On one of its runs to Winnipeg, it hauled 73 fully-loaded multi-levels with a cargo valued about $5 million, Canada's longest automobile-carrying train.

12. When were the first steel-framed passenger cars used in the U.S.?

These were placed in suburban service on the Illinois Central at Chicago on Sept. 2, 1903.

13. Name Tennessee's steam roads in mid 1930s.

There were 27 running in the Volunteer State: Alabama Great Southern (Southern); Central of Georgia; Clinchfield; CNO&TP (Southern); Rock Island; East Tenn. & Western N.C.; Gulf, Mobile & Northern; Harriman & Northeastern; IC; L&N; Little River; Morgan & Fentress; Mobile & Ohio; MoP; Nashville & Atlantic; N&W; NC&StL; Oneida & Western; Frisco; Southern; Tenn. & N.C.; Tenn., Ala. & Ga.; Tenn. Central; Tenn.; Union, and Yazoo & Miss. Valley (IC).

14. What is or was the WSS&YP?

This is the White Sulphur Springs & Yellowstone Park Ry., controlled by A.W. Dillion and Rockland Oil Co., headquartered at White Sulphur Springs, Mont., incorporated June 16, 1910, and opened Nov. 7th of the same year. It was projected to extend from Great Falls to Yellowstone National Park, Mont., 218 miles. However, it never went beyond its present length. In the 1930s the Milwaukee controlled it. The WSS&YP operates freight on an irregular schedule from a connection with the Milwaukee at Ringling to White Sulphur Springs, 22.88 miles. Milwaukee locos are used.

15. Where is the world's highest railway-owned ship service?

This is on Lake Titicaca in the Andes at a height of 12,500 ft., run by the Southern Railway of Peru. The first ship, *Yavari*, built in 1861, was carried up from the coastal port of Mollendo in sections on the backs of mules and Indians to Puno on the lake. No longer coal-fired, her steam engine was replaced by a diesel. The last we heard, she was serving as a tanker on the route between Puno and the Bolivian lakeport of Guaqui.

Running Extra

RE QUERY about wrecks in July '76 issue, I suggest you consult *Railway Accidents of Great Britain & Europe*, published by David & Charles, Brunel House, Fords Rd., Newton Abbot, Devon, England. This book gives an account of the Italian wreck mentioned in July, among many others.—G.J. Gripper, 28 Norfolk St. N., Hamilton, Ont., Canada L85 3KI.

WASN'T that the Wiscasset, Waterville & Farmington No. 7 in your Aug. issue? I good photo of No. 7 is in Lynwood Moody's book *The Maine Two-Footers*. Baldwin built her, along with WW&F No. 6, in 1907. Both engines were damaged when the Wiscasset enginehouse burned, a few years before the end of operations in 1933. At that time money was so scarce that 6 and 7 were never repaired. Besides what you said about ex-Maine equipment at Edaville, also seen are: two of the Sandy River's Model T railcars, one of which is operated on special occasions; an old wedge plow and a

converted flatcar-flanger, both from the Bridgton & Harrison, and what was originally the Sandy River's Reo railbus No. 7.—G. Edward Pitchard, RFD 3, Weiting Rd., New Milford, Conn. 06776. (*Ed. Note:* That was WW&F No. 7, not B&H 7. Blame it on deadline gremlins.)

SEVERAL years ago D&RGW narrow-gage had a 70 wrecker built by Industrial Works and numbered 0Z. During WW2 it was sold to the Army. Anyone have info or pix of it while with the Army?—Eric Bracher, 1484 Eddington Pl., San Jose, Calif. 95129.

WE'RE TRYING to raise funds to help restore the former Tennessee Central business car No. 102 owned by our chapter. Can anyone supply its history?—Jean Acker Wright, co-editor *Nashville Flyer*, Nashville Chapt. NRHS, 2709 Wortham Ave., Nashville, Tenn. 37215.

I HAVE an Adlake-Kiero lantern lettered Belt Ry. that was found in Scottsboro, Ala. Anyone know about this line?—Jon Overhotzer, 1964 Lookout Circle, Gadsden, Ala. 35901.

YOU ARE RIGHT about Conn. Co. operation between Tafts Jct. and Central Village, Conn. In two other places also, electric cars ran over portions of the New Haven. I recall riding the trolley from Middletown to Hartford long ago. It ran down the center of a street near the Middletown railroad station, then onto the NH's Valley branch tracks going to the lower edge of Cromwell. The car then left the tracks and covered the rest of the route to Hartford through Cromwell, Rocky Hill, and Wethersfield. The other location was the line from Meriden to Middletown. The cars left Meriden at the city line, using the tracks of the New Haven branch to Westfield, where they connected with the Berlin-Middletown branch of NH running into Middletown. At that time, the Berlin-Middletown branch was electrified.—Donald E. Blakeslee, 699 Vernon Rd., Columbus, Ohio 43209.

INFO sought on the Grand Rapids & Indiana R.R., especially its human interest side.—Harriet A. Noble, 22824 Edgewater, St. Claire Shore, Mich. 48082.

HOW many engineers are needed on train pulled by multi-unit road locomotives?—Doyle R. Titus, 625 N.W. 6th, Oklahoma City, Okla. 73102.

ANY films taken shooting ahead of the engine on main and branch lines in Florida, especially on SCL mainline between Jacksonville and Tampa? Having made this run many times, I'd like to see such film footage.—Bill Taylor, SCL trainman, Georgian Apts. No. 307, 2104 Hills Ave., Tampa, Fla. 33606.

Conn. Co. 209 at Central Village with Conn. PUC inspection party July 7, 1922. Line had NH trackage rights, 15.95 miles, Tafts to Central Village

Collection of late Charles F. Munger, Jr.

ANYONE have copies of Pennsy's motive power roster for one date of following four time periods: 1900-1909, 1910-1919; 1920-1929, and 1930-1939. I'd pay a reasonable amount for such info.—Lawrence W. Marquess, 1065-B Huron Dr., Twin Lakes Manor Apts., Harrisburg, Pa. 17111.

I WANT info on the *California Zephyr* run between Oakland and Chicago.—Arthur Kesser, 1412 Nord Ave. Sp5, Chico, Calif. 95926.

WHEN was the cornerstone of the Beacon, N.Y., passenger depot laid? When was the station opened?—E.R. Ross, 4809 Tonnelle Ave., North Bergen, N.J. 07047.

I WANT to hear from anyone who worked in Burlington, Iowa, roundhouse in 1920s and early 1930s. I was there for a time and seek a photo of it.—L.A. Ware, 1265 Melrose Ave., Iowa City, Iowa 52240.

RE RECENT item about Worcester, Mass., Union Station, at least 189 passenger trains a day used it at its peak in 1928, the same year the famed towers were removed. More than a dozen streetcar lines passed in front of it in 1912. All trolley tracks were removed from Penn Ave. and Grafton St. to Front and Main streets in 1956. Station was built in 1910 at a cost of $800,000.—Raymond E. McMurdo, 755 Main St., Waltham, Mass. 02154.

I'M A NEW railfan and need help. Will someone explain wheel arrangements on 2-10-0s, 2-8-2s, 4-6-4s, and 0-8-0s? Tell me about the controls on the firemen's and engineers' sides of the cab. How does the valve mechanism work? What is a booster?—Allen Beil, 155 Kings Rd., Corvallis, Ore. 97330.

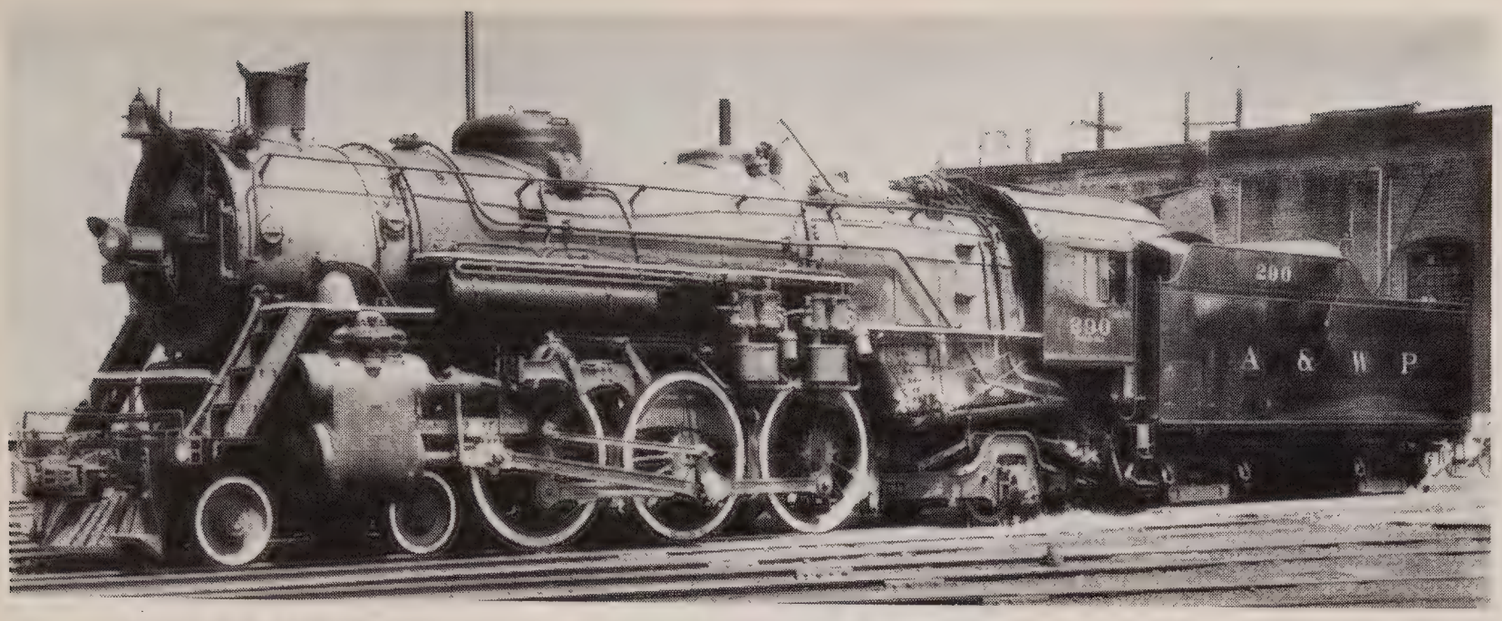
WHAT about original Canadian Turbo re foreign Amtrak trains in your May '76 issue? Why wouldn't it qualify as foreign built?—Leonard A. Wallis, Upper Canada Ry. Society, 38 Linlake Dr., St. Catherines, Ont., Canada L2N 2M3.

ANYONE tell me about the new Amtrak engines running between New York and Boston? Where are the old Pennsy GG-1's running?—Ray Laccitello, 1819 Williamsbridge Rd., Bronx, N.Y.

THE INDIANA HARBOR BELT had a couple of diesel switchers on its roster a few years ago painted in a non-standard shade of green. These engines are no longer in this paint scheme. What were their numbers?—R.G. Zwiers, Jr., 15109 Irving, Dofton, Ill. 60419.

FURTHER to Mr. Evans' letter in a recent issue: two Ford buses were purchased in 1923, made into a railcar with flanged wheels, and operated on the Kent & East Sussex Ry. It was very economical, using only 13/4 gallons of fuel for the 22-mile round trip. The railcar was repainted in 1937 and withdrawn in 1941, probably sold for scrap. This set was so good that in 1930 a similar set was bought from Sheffield Motors and modified to the demands of the K&ESR, seating 25. By 1934 the railcar had moved from the K&ESR to the Shropshire & Montgomeryshire Ry., which used it as an inspection car hauled by the engine *Gazelle*. The railcar is still there, on the route of the old S&M.—Andrew Mallion, Hawkhurst, Kent, England.

WHAT loco and train were used in the movie "Murder on the Orient Express"? Was the snow scene filmed in Canada?—Matthew Corry, 320 South St. 10L, Morristown, N.J. 07960. ●



Atlanta & West Point R.R. Pacific 290 shown at Georgia R.R. roundhouse at Atlanta in 1957. Atlanta Chapt. NRHS is accepting money through their "For 290 Fund" to help restore the Lima for operation.

James G. Bogle, 1749 Dyson Dr., N.E., Atlanta, Ga. 30307

HOBBY CLUB

conducted by Sy Reich

BY THE TIME you read this, the National Railway Historical Society's annual November meeting in Philadelphia will be past history. The new national officers are: Chairman of the Board, E. Lewis Pardee, Collingswood, N.J.; Pres., V. Allan Vaughn, Oak Park, Ill.; Vice President Public Relations, Edward M. Berntsen, Seattle, Wash., and General Counsel, C. Alex Rose, Louisville, Ky. So, for the first time in history, NRHS will have a prexy from other than the Atlantic Coast area. A good one, too.

Lew's decision not to run for re-election as president had been known for some time. While in office he did a terrific job. We, at *Railroad,* supported every worth-while NRHS project when Lew was president. We will do the same for Al Vaughn. His job will not be easy; but with the present line-up of national and dedicated chapter officers, the finest NRHS years could still be ahead. A society president is as strong as his lieutenants and membership will allow him to be. That's the name of the game.

While looking over the premises of the proposed NRHS library building at Strasburg, Pa., on a Labor Day weekend convention trip, Al was quite impressed. He called it "an exciting challenge" to the Society. It will house, under security, among other things, a research conference room, stacking room for 35,000 volumes, office for a curator, filing area for photographs, slides, movies, etc. And a big plus was news from Library Fund Chairman Earle Finkbiner that a pledge of $25,000 for the fund might be forthcoming from an anonymous donor. Furthermore, another chapter has been added: British Columbia, headed by Donald B. McGougan, national director, Vancouver. An increase in dues was voted, effective January first.

Allan also sends us word about an interesting trip, Feb. 11-19, called Winter Rails 77 tour of Scandinavian railroading, including possible steam in Denmark. Special program on snow removal, the unique and steep Flam line in Norway, Swedish tram museum and subway, and regular train riding in all three countries. For details write Overland-NRHS, 320 Wisconsin, Apt. 511, Oak Park, Ill. 60302.

CARL LOUCKS of Hamden, Conn., says 1977's National Assn. of Timetable Collectors annual outing will be held in New Haven, Conn. Dates should be finalized shortly. Dealers wishing to reserve table space should contact him at 199 Wayland St., Hamden, 06518. Special display space will be made available at no charge to other railfan and rail historical groups. President Fran Meaney, Jr., appointed Carl and Tom Ross, Enfield, Conn., as co-chairman at the NATC Kansas City convention.

From all reports, the KC '76 bash was good, with many states represented. At the business meeting, these officers were re-elected for another year: Francis E. Meaney, Jr., Metuchen, N.J., president; Louis Goodwin, Northfield, Conn., vice president; Col. Emory Kemler, Arlington, Va., treasurer; Thomas Murtagh, Bayside, N.Y., secretary; Richard Clover, Huntington Valley, Pa., counsel; John Weston, Wilmette, Ill., membership director; Edward Gardner, Mountain Top, Pa., editor of the club's

Lehigh Valley RDC-2, owned by Canadian Pacific, at Hazleton depot.

Photograph by Sy Reich

journal, and Robert Russell, Glenolden, Pa., distribution. NATC membership is approaching a record high, with over 500 active members in all 50 states and most Canadian provinces.

THE LOCOMOTIVE ENGINEER reports another historic railway line in Ontario about to go out of business. A 12-mile stretch of the old Kingston & Pembroke Ry. Co., between Renfrew and Calabogie in the Ottawa Valley was the subject of abandonment hearings. The K&P was built in 1871-'75 to bring raw materials, mainly logs, south to Kingston. Canadian Pacific took on the operation in 1913 under a 999-year lease. The line has had no traffic since an 18-car shipment of hay moved from Calabogie six years ago. Regular service has been suspended since 1961. The County of Renfrew is hoping to preserve the right-of-way as a public train and recreation area. One of the Canadian rail historical societies should move in and work something out with Renfrew.

ONE TROUBLE with being a railfan is that so many good things are going on that you'd like to take in but can't seem to stretch the day beyond 24 hours to make it possible. Dutch Hendrick, ed of R&LHS's Southern Calif. Chapter newsletter *Observation Platform,* cited one noteworthy event, the Golden Spike Centennial last September 5th of laying the final rail at Lang connecting Los Angeles with San Francisco on the Southern Pacific. Dutch said the Chinese Historical Society of Southern Calif., which probably had more ancestors at the original gathering than any other participating group, was well represented with several ceremonial lions in action with mucho fire crackers. Other events included the reinactment of the driving of the last spike, and display of the original golden spike. Too bad Espee 4449 couldn't have been there, too.

DAVE KLEPPER, president of Electric Railroaders' Assn., tells us that a new magazine, *Headlights News Journal,* will be published by ERA in addition to their usual journal *Headlights.* The latter will continue to be produced by the existing Lancaster, Pa., staff, headed by editors Fred Schneider III and Howard White, and will be devoted primarily to feature articles. *Headlights News Journal* will be edited by David J. Williams III, 5079 Blacksmith Dr., Columbia, Md. 21044, and will cover the latest electric railway news. So news articles and info should be sent to editor Dave.

Incidentally, applications for ERA membership are supplied upon request from national headquarters, 145 Greenwich St., New York, N.Y. 10006. Dues are $10 annually, plus $1 initiation fee. *Headlights* is sent free to all ERA members in good standing. *Headlights* is printed on glossy paper, with excellent pix and electric articles. Subscription for non-members, $11 per year. Industry subscriptions cost $24 per year for three copies of the magazine each month; additional monthly copies, $5 per year.

Only public agencies and firms in the transportation field are eligible for industry subscriptions. All address changes and correspondence on ERA activities should go to the New York office. Foreign news and feature items should be addressed to John F. Bromley, 716 The West Mall, Apt. 1007, Etobicoke, Ont., Canada M9C4X6. All other editorial materials should be addressed to Fred or Howard at P.O. Box 68, Lancaster, Pa. 17604.

JIM BRADLEY, secretary-treasurer of Hawk Mountain chapter of NRHS, writes that they are starting a program of duplicate slide sales, both to share the past efforts of railfan photographers with others and to help finance chapter projects. Hawk Mountain is opening the program with roster-type shots, primarily of Reading, Lehigh Valley, and Jersey Central diesels. Members' originals are reproduced on the Chapter's Repronar equipment and all films exposed are then Kodak-processed. Jim sent us a couple of sample slides, good and sharp. The slides, selling for 35¢ each, were taken by Ken Bealer, Dan and Mike Bednar, Bob Wilt, and Dave Augsburger. Send $1 for sample slide and list to Hawk Mt. Chapter Slides, % Jonathan Reck, 918 Mohr St., Allentown, Pa. 18102.

GOOD NEWS from Bill Stevenson of Railroad Record Club, Hawkins, Wis. 54530. The club is getting their program back into operation after RCA-Victor lost all of their masters at its Indianapolis plant in 1973. Since RRC must remaster, they are changing to 12" stock. They've already released two under the new program, and hope to be able to re-issue the remaining 39 records on a rather steady basis. Some of the best rail records in my collection came from RRC.

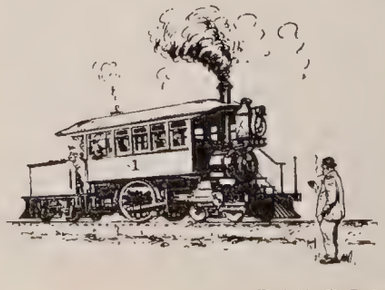
TALKING ABOUT gold spikes, Old Dominion Chapter of NRHS, Richmond, Va., reversed the old tradition by driving the spike at the beginning of construction recently, thus heralding a rail section joining the club's museum track with the Southern mainline switch. Assisting chapter president Bill Thorn in making it official were Southern brass collars Felix Deacon, Travis Copley, and Joseph Manley, along with Bill Young, retired RF&P official. Hope to see some of the Old Dominion pix when available.

HUNDREDS of upstate New York residents, railfans, and summer visitors, including Bill Rugen, New York Chapter of R&LHS, attended the early September gala celebration at the Delaware & Hudson depot in North Creek commemorating the site where in the early morning hours of Sept. 14, 1901, Theodore Roosevelt received the message that President William McKinley had died in Buffalo and he himself had become the new President. The program, which included the reenactment of Teddy's arrival at North Creek on that fateful day, and dedication of a plaque observing the occasion, was sponsored by the Johnsburg (N.Y.) Historical Society.

TWO NEW railfan clubs should be mentioned here. Cedar Rapids Area Railfan Assn., of which Bill Kuba is president, meets on the first Monday of each month, except holiday weekends, at 7:30 p.m. at the First Trust & Savings Bank, 1820 First Ave. N.W., Cedar Rapids, Iowa. Info from CRARA, P.O. Box 4084, Cedar Rapids, Iowa 52407. A note from Bob Urban, 11 9th Ave., Hawthorne, N.J. 07506, tells of a new PCRS club. Write him for details.

STEVE GLISCHINSKI, ed of Northstar Chapt. NRHS organ *Northstar,* says the Minnesota Transportation Museum has completed a 30-year agreement with the City of Stillwater to lease ex-NP S-10 Ten-wheeler 328, which has reposed in a Stillwater park since the 1950s. The museum is reportedly moving her to St. Paul for restoration and possible future operation. Rogers built the 4-6-0 in 1907 for the South Manchurian Rys., but she was never delivered. She was acquired by NP and used primarily on the now-abandoned branch from Wyoming to Taylors Falls. Steve and *Northstar* are to be congratulated on the "new look' given to *Northstar News.*

Congrats also are in order for ed Tom Lawrence of Puget Sound Railroad Hist. Assn.'s new dress given *The Sounder.* Incidentally, upgrading is needed on the club's interesting Puget Sound & Snoqualmie Valley R.R. right-of-way, and the gang is trying to raise $700 for the project. Ten bucks will buy a tie. If seventy contribute they've got the dough to further their new line expansion operation. Write PSRHA, P.O. Box 3801, Seattle, Wash. 98124.



When steam was king and black smoke filled the sky, *Interesting Railfan* Don Wood made this dramatic study of B&O Mike 421.

West Philadelphia was the first stop out of and last stop before arriving at Broad St. Station. This colorful 1903 view shows trolleys and Paoil local.

Collection of Harry P. Albrecht

BOOKS of the RAILS

by Gorton T.H. Wilbur

TRAILS OF THE IRON HORSE, edited by Don Russell, 241 pages, 7½x10½", hardbound, photos, map, text, Doubleday & Co., $9.95. (Available from Railroad Magazine Books Service.)

This book is offered not as a history of railroads or railroading, but rather as an attempt by thirteen prominent members of Western Writers of America taking individual chapters to recapture the lusty and gusty saga of an era that saw the building of railroads in the West. These writers—Paul Bailey, Todhunter Ballard, William R. Cox, Tom Curry, Donald Duke, Steve Frazee, Elmer Kelton, Ellis Lucia, Mel Marshall, William O. Turner, Glenn R. Vernan, and Nellie Snyder—strengthen through colorful portrayal some warmed-over facts we already know. But such yarns make interesting reading. The tales they tell are about people, places, and things that brought about the great Western trunk lines and the adventurous smaller lines. There are over 100 good to fair pix.

Don Russell puts it very well: "In these chapters the Western Writers of America have striven mightily to stick to the facts—no easy task when history has become overladen with a century and a half of legend and fable."

BROAD STREET STATION, PHILADELPHIA, 1881-1952, revised, 48 pages, 6x9", softbound, photos, diagram, map, written and published by Harry P. Albrecht, $4.20 postpaid. (Available from Railroad Magazine Book Service.)

Harry has more facts, figures, and pix of the old Pennsy than anyone else I've met. This PRR Tuscan red and gold-script-lettered front-cover booklet, originally published in 1972, has been revised to include some recently uncovered material on the long-gone famous station. The Filbert Street side of the old trainshed, looking east from 17th in about 1905, on the cover, gives you an idea of what's ahead. It's an interesting account of the terminal, trains, and events indeliably impressed on the memory of many who remember those days. The pix include construction from 1880 to the rebuilding in 1892 of both structures and the giant trainshed that arched to a peak of 100 feet above the tracks, the 1923 and 1943 fires, types of equipment using the station from late 19th century to the GG-1, first electric train to New York behind P-5 loco, early engine facilities about 1900 and in the 1930's during the building of 30th Street Station, scenes of old automobiles, trolleys, wagon teams, etc. Also the floor plans, interior views, and waiting room, and train gates should appeal to members of the Railroad Station Historical Society.

"The last train left Broad Street Station on Sunday, April 27, 1952, and the famous old station was closed forever as the new 30th Street Station became the PRR's main station in Philadelphia," writes Harry Albrecht. "If you lived in or near Philadelphia, as I did, or perhaps visited on occasions, it is hoped that these pictures will bring back happy and fond memories, if you had the pleasure of departing or arriving in Broad Street Station."

SILK ALONG STEEL: THE STORY OF THE SOUTH MANCHESTER RAILROAD, by Thomas R. Lewis, Jr., 64 pages, 6x9", softbound, photos, roster, timetables, tickets, map, The Pequot Press, $3.95. (Available from Railroad Magazine Book Service.)

This is not a big book nor heavily worded. The author never intended it to be. It deals with a small southern New England line that served its time and purpose very well before banking its fires and passing into history. There is a crying need for more such books about colorful short lines serving areas that we seldom hear about, especially in the South.

Tom Lewis writes: " 'Cheney's goats,' they were called, the diminutive locomotives that pulled passengers and freight over two and a quarter miles of track between North Manchester and South Manchester on the shortest privately-owned rail line in the United States. Each in its turn—Number One, Number Two, Number Three, and Number Four—came to be known as 'the goat' by the townspeople who watched its comings and goings with excitement and affection. The origin of the name is obscure, but probably it was adapted from the term 'yard goat' that has long been employed by railroad men to identify smaller locomotives used for short line hauls and switching.

"The short line was built in 1869 principally to serve the silk mills that had been constructed earlier in South Manchester. The mills were unusual because they were among the few in New England that were not erected on a navigable river. For this reason, the South Manchester Railroad, as it finally came to be called, was a truly vital link between the mills and the rest of the world. Besides freight, the trains, from the start of service until the end of passenger service in 1933, daily carried hundreds of people . . . the line had realized a substantial profit during the more than 50 years it provided needed transportation for 'silk city' residents, served as a referee by which to set watches, and fascinated generations of youngsters and adults alike."

A professor at Manchester Community College and member of Hartford Div. of Railroad Enthusiasts, Tom has a lively book well illustrated with engine and train pix, elderly timetables, tickets and maps.

Old South Manchester R.R. combination car, Wason built in 1879.

Collection of Gorton T. H. Wilbur

Periodicals and Journals

THE LENSMEN, Vol. 5, No. 2, Nov. '76, is edited by *Interesting Railfan* John R. Taibi, 14 pages, softbound, 8½x11," glossy paper with very good pix, P.O. Box 300, West Brentwood, N.Y. 11717. Published quarterly at $4 annually, Canada $4.75, overseas $5.50. Sample copies and back issues $1 each. Photo requirements sent on request. John said this issue would be different, dealing solely with the six major railroads (and their predecessors) that have fallen upon bad times, declared bankruptcy, and now make up ConRail's network.

Look upon this issue as a brief glimpse of what has passed in Northeast railroading . . . and mourn! Front cover depicts DL&W F's leaving Port Morris, N.J., via Lackawanna Cutoff on Sept. 9. '60. Another photo shows Lehigh Valley RS units rolling a hopper extra out of Packerton Yard and past the old Lehighton station on Sept. 16, 1958. Both pix by Gene Collora.

NICKEL PLATE ROAD MAGAZINE, SUMMER, 1976, managing editor John T. Slater, for Nickel Plate Historical & Technical Society, P.O. Box 6212, Fort Wayne, Ind. 46806. John B. Corns, a fountain-head of rail lore, has an interesting Wheeling & Lake Erie article, well illustrated, on Brewster, Ohio, "Railroad Town USA." Mary Immler's "Brewster's Famous Wandle House Closes" will bring memories to the many rails who stayed at the old "Y." Old Nickel Plate coal docks and a list of coaling stations as of 1950 round out another good edition of this magazine.

CANADIAN RAIL, Canadian Railroad Historical Assn., is a fine, slick-paper, railfan monthly edited by S.S. Worthen, P.O. Box 22, Station B, Montreal, Que., Canada H3B3J5. Regular CRHA membership $12 annual or associates $9 get 12 free issues of CR covering steam, diesel, and juice operations, historic and current, with an occasional steamboat article. Excellent pix, too.

B&M BULLETIN, SUMMER 1976, is edited by H. Richard Conard for the Boston & Maine Historical Society, Box 302, Reading, Mass. 01867. Members of B&MHS receive this glossy-paper, well-illustrated publication free; non-members pay $1.50. Many railfans lament, and rightfully so, that they were born too late to enjoy first-hand the days of smoke, steam, and whistles. This North Country edition caters especially to them. "Passengers to the White Mountains," by H. Arnold Wilder, and H. Bentley Crouch's "Narrow Gauge to the Notch," take us back in pictures and text to an unhurried, more gracious time of late 19th Century New Hampshire summer mountain hotels and the railroads that took you there.

MIDWESTERN RAILS, edited by Frank L. White, White Publications, 208 N. Stewart St., Genesco, Ill. 61254, $7.50 for 12 issues, two years $15. Frank is coming down to his first anniversary of publishing this interesting journal of good material for Midwest railfans. Here's hoping for many years of successful publication.

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Part Six: All-Time Roster of

Penn Central Transportation Co.

Compiled by Sy Reich

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
BS-10	PCT 7999 (1st)	PRR 9179	1000	BW	DS4-4-1000	B-B	?	?	1948	
BS-10	PCT 8001,8003-8004,8006-8008,8010, 8013-8016 (1st)	PRR 9051,9053-9054,9056-9058,9060, 9063-9066	1000	BW	DS4-4-1000	B-B	?	?	1950	30
BS-10	PCT 8017 (1st)	PRR 9272	1000	BW	DS4-4-1000	B-BK	?	?	1949	
BS-10	PCT 8018-8020 (1st)	PRR 9068-9070	1000	BW	DS4-4-1000	B-B	?	?	1949	30
BS-10	PCT 8022 (1st)	PCT 7918 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1949	30
BS-10	PCT 8023 (1st)	PRR 9073	1000	BW	DS4-4-1000	B-B	?	?	1949	30
DS-10	PCT 8024 (1st)	PRR 9274	1000	DW	DS4-4-1000	B-B	?	?	1949	
BS-10	PCT 8025-8027, 8029 (1st)	PRR 9075-9077, 9079	1000	BW	DS4-4-1000	B-B	?	?	1949	30
BS-10	PCT 8025 (2nd), 8028 (1st), 8029 (2nd)	PCT 7935 (qst), 7928 (1st), 7932 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1948	30
BS-10	PCT 8030 (2nd)	PCT 7930 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1948	30
BS-10m	PCT 8031-8032, 8034 (1st)	PRR 9431-9432, 9434	1000	BW	DS4-4-1000	B-B	?	?	1950	30
BS-10m	PCT 8035-8037 (1st)	PRR 9258-9260	1000	BW	DS4-4-1000	B-B	?	?	1948-9	30
BS-10m	PCT 8036 (2nd)	PCT 8041 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1948	
BS-10m	PCT 8038-8039, 8041-8043 (1st)	PRR 5978-5979, 9181-9183	1000	BW	DS4-4-1000	B-B	?	?	1948	4,31
BS-10m	PCT 8044 (1st)	PRR 9261	1000	BW	DS4-4-1000	B-B	?	?	1949	
BS-10m	PCT 8046 (1st)	PRR 9430	1000	BW	DS4-4-1000	B-B	?	?	1950	
BRS-10sx	PCT 8050 (1st)	PRR 9276	1000	BW	DRS4-4-1000	B-jb	60,1000	240,250	1949	30
BRS-10sx	PCT 8050-8053 (1st)	PRR 5591-5593	1000	BW	DRS4-4-1000	B-B	60,1000	240,250	1950	30
LRS-12as	PCT 8062-8063 (1st)	NYC 6210-6211	1200	LH	Rd. Sw.	B-B	63,400	253,600	1950	30,31
BRS-12	PCT 8067-8077, 8079-8083 (1st)	NYC 6220-6230, 6232,6236	1200	BLHW	RS-12	B-B	62,200	248,800	1951	4,30
BRS-12sx	PCT 8084 (1xt)	PRR 8975	1200	BLHW	RS-12	B-B	60,700	242,650	1951	30
BRS-12s	PCT 8085 (1st)	PRR 8110	1200	BLHW	RS-12	B-B	?	?	1954	
BRS-12	PCT 8087-8091 (1st)	PRR 8107-8109, 8105-8106	1200	BLHW	RS-12	B-B	?	?	1954	4,30
BS-12	PCT 8092-8094 (1st)	NYC 9308-9310	1200	BLHW	S-12	B-B	58,675	234,700	1951	30
BS-12	PCT 8095-8096, 8092-810 8106-8108, 8110-8112 (1st)	NYC 9311-9312, 9322-9324, 9326-9328	1200	BLHW	S-12	B-B	61,700	246,800	1952	30
BS-12	PCT 8113-8114 (1st)	PRR 8793-8794	1200	BLHW	S-12	B-B	56,900	227,650	1952	30
BS-12	PCT 8117,8120, 8122-8123, 8125,8128-8130 (1st)	PRR 8977,8980, 8982-8983, 8985-8988-8990	1200	BLHW	S-12	B-B	56,900	227,650	1951	4,30
BS-12	PCT 8134-8136 (1st)	PRR 8104,8100, 8101	1200	BLHW	S-12	B-B	56,900	227,650	1954	4,30
BS-12	PCT 8138-8140, 8144-8147 8149,8151-8152 (1st)	PRR 8778-8780, 8784-8787, 8789,8791-8792	1200	BLHW	S-12	D-B	56,900	227,650	1951-2	30
BS-12	PCT 8153-8154, 8156-8158, 8160-8162 (1st); 8163-8164	PRR 8753-8754, 8756-8758, 8760-8764	1200	BLHW	S-12	B-B	56,900	227,650	1952	4,30
BS-12	PCT 8165	PRR 8102	1200	BLHW	S-12	B-B	?	?	1954	
BS-12	PCT 8166	PRR 8976	1200	BLHW	S-12	B-B	?	?	1951	
BS-12	PCT 8167	PRR 8103	1200	BLHW	S-12	B-B	?	?	1954	4

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
BS-12m	PCT 8168	PRR 8768	1200	BLHW	S-12	B-B	?	?	1952	30
BS-12m	PCT 8169-8170, 8173,8175-8177,8179-8180,8182-8184,8186-8736,8740, 8193,8195, 8197-8199	PRR 8769-8770, 8773,8775, 8766-8767, 8765,8750, 8732-8734, 8190,8192-8742-8743, 8745,8747-8749	1200	BLHW	S-12	B-B	59,900	239,650	1952	4,30
FS-10	PCT 8204,8206-8208	NYC 9104,9106-9108	1000	FM	ALT 100.6a	B-B	61,400	245,600	1949-50	4
FS-10	PCT 8211-8212	PRR 5980-5981	1000	FM	ALT 100.6a	B-B	?	?	1948	
FS-10	PCT 8217	PRR 5986	1000	FM	ALT 100.6a	B-B	?	?	1948	4
FS-10	PCT 8218-8219, 8223-8224, 8227,8229-8230	PRR 9184-9185, 9189-9190, 9193,9195-9196	1000	FM	ALT 100.6a	B-B	?	?	1948	
FS-10	PCT 8231	PRR 9197	1000	FM	ALT 100.6a	B-B	?	?	1948	
FS-10	PCT 8233-8235, 8243	PRR 9288-9290, 9299	1000	FM	ALT 100.6a	B-B	?	?	1949	4
FS-10	PCT 8244,8248, 8250,8252, 8254-8256 8259-8260	PRR 9080,9084, 9086,9089, 9091-9093, 9096-9097	1000	FM	ALT 100.6a	B-B	?	?	1949	
BS-10	PCT 8263	PCT 7952 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1950	
BS-10	PCT 8264	PCT 7956 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1950	
BS-10	PCT 8265-8266	PCT 7959-7960 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1950	70
BS-10	PCT 8267-8269	PCT 7966,7968-7969 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1950	
BS-10	PCT 8270	PCT 7973 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1950	70
BS-10	PCT 8271-8273	PCT 7978,7980-7981 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1950	70,72
BS-10	PCT 8274-8275	PCT 7996-7997 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1949	
BS-10	PCT 8276-8279	PCT 8003,8007, 8010,8014 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1950	
BS-10	PCT 8280-8281	PCT 8018-8019 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1949	
BS-10	PCT 8282	PCT 8022 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1949	
BS-10	PCT 8283	PCT 8023 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1949	
BS-10	PCT 8284	PCT 8025 (2nd)	1000	BW	DS4-4-1000	B-B	?	?	1948	
BS-10	PCT 8285-8286	PCT 8026-8027 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1949	
BS,10	PCT 8287-8288	PCT 8028 (1st), 8029 (2nd)	1000	BW	DS4-4-1000	B-B	?	?	1948	
BS-10	PCT 8289	PCT 8030 (2nd)	1000	BW	DS4-4-1000	B-B	?	?	1948	
BS-10m	PCT 8290-8293	PCT 8031-8034 (1st)	1000	BW	DS4-4-1000	B-B	?	?	1950	
BS-10m	PCT 8294	PCT 8035	1000	BW	DS4-4-1000	B-B	?	?	1948	70
BS-10m	PCT 8295	PCT ?	1000	BW	DS4-4-1000	B-B	?	?	?	
BS-10m	PCT 8296	PCT ?	1000	BW	DS4-4-1000	B-B	?	?	?	
BS-10m	PCT 8297	PCT ?	1000	BW	DS4-4-1000	B-B	?	?	?	
FS-12m	PCT 8303,8305, 8307,8309 (1st)	NYC 9114,9116, 9118,9120	1200	FM	H12-44	B-B	62,500	250,000	1950-1	4
FS-12m	PCT 8310-8313, 8315-8316 8318,8320-8321,8323-8326 (1st)	NYC 9121-9124, 9126-9127, 9129,9131-9132,9134-9137	1200	FM	H12-44	B-B	61,400	245,000	1952	4
FS-12m	PCT 8330,8336-8337 (1st)	PRR 8714,8720-8721	1200	FM	H12-44	B-B	?	?	1952	4
FS-12	PCT 8340-8342 (1st)	PRR 8708-8710	1200	FM	H12-44	B-B	?	?	1954	4
BRS-10sx	PCT 8300 (2nd)	PCT 8050 (1st)	1000	BW	DRS4-4-1000	B-B	60,100	240,250	1949	
BRS-10sx	PCT 8301-8303 (2nd)	PCT 8051-8053 (1st)	1000	BW	DRS4-4-1000	B-B	60,1000	240,250	1950	
BRS-12	PCT 8304-8305 (2nd)	PCT 8073,8082 (1st)	1200	BLHW	RS-12	B-B	62,200	248,800	1951	

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
BRS-12sx	PCT 8306 (2nd)	PCT 8084 (1st)	1200	BLHW	RS-12	B-B	60,700	242,650	1951	
BRS-12	PCT 8307 (2nd)	PCT 8088 (1st)	1200	BLHW	RS-12	B-B	?	?	1954	
BS-12	PCT 8308 (2nd)	PCT 8094 (1st)	1200	BLHW	S-12	B-B	58,675	234,700	195	
BS-12	PCT 8309-8316 (2nd)	PCT 8096,8098-8100,8106-8107,8110-8111 (1st)	1200	BLHW	S-12	B-B	61,700	246,800	1952	4
BS-12	PCT 8317-8318 (2nd)	PCT 8113-8114 (1st)	1200	BLHW	S-12	B-B	56,900	227,650	1952	74
BS-12	PCT 8319 (2nd)	PCT 8128 (1st)	1200	BLHW	S-12	B-B	56,900	227,650	1951	
BS-12	PCT 8320 (2nd)	PCT 8134 (1st)	1200	BLHW	S-12	B-B	56,900	227,650	1954	
BS-12	PCT 8321-8326 (2nd)	PCT 8138,8144, 8149-8152 (1st)	1200	BLHW	S-12	B-B	56,900	227,650	1951-2	
BS-12	PCT 8327 (2nd); 8328-8329; 8330 (2nd); 8331-8332	PCT 8154-8157-8158,8160, 8162 (1st); 8164	1200	BLHW	S-12	B-B	56,900	227,650	1952	4,70
BS-12m	PCT 8333	PCT 8168	1200	BLHW	S-12	B-B	?	?	1952	
BS-12m	PCT 8334-8335; 8336-8337 (2nd); 8338;8339-8342 (2nd); 8343-8346	PCT 8175,8177, 8179,8180, 8182-8184, 8187,8189, 8192,8197-8199	1200	BLHW	S-12	B-B	59,900	239,650	1952	70
BS-6	PCT 8350	PCT 7826 (1st)	660	BW	DS4-4-660	B-B	48,900	195,650	1949	
BS-6	PCT 8351	PCT 7827 (1st)	660	BW	DS4-4-660	B-B	?	?	1949	
BS-6	PCT 8352-8353	PCT 7828,7832 (1st)	660	BW	DS4-4-660	B-B	?	?	1949	
BS-6	PCT 8354-8355	PCT 7834-7835 (1st)	660	BW	DS4-4-660	B-B	48,900	195,650	1949	
BS-6	PCT 8356-8358	PCT 7837,7839, 7841 (1st)	660	BW	DS4-4-660	B-B	?	?	1949	
BS-6	PCT 8359	PCT 7843 (1st)	660	BW	DS4-4-660	B-B	?	?	1949	70
BS-6	PCT 8360	PCT 7845 (1st)	660	BW	DS4-4-660	B-B	?	?	1949	
BS-6	PCT 8361-8362	PCT 7847-7848 (1st)	660	BW	DS4-4-660	B-B	?	?	1949	
BS-6	PCT 8363-8364	PCT 7850-7851 (qst)	660	BW	DS4-4-660	B-B	?	?	1949	70
BS-6	PCT 8365-8367	PCT 7860-7862 (1st)	660	BW	DS4-4-660	B-B	?	?	1948	
BS-6	PCT 8368	PCT 7865 (1st)	660	BW	DS4-4-660	B-B	48,900	195,650	1948	
BS-6	PCT 8369	PCT 7867 (1st)	660	BW	DS4-4-660	B-B	48,900	195,650	1948	
BS-6	PCT 8370	PCT 7869 (1st)	660	BW	DS4-4-660	B-B	?	?	1949	
BS-6	PCT 8371	PCT 7870 (1st)	660	BW	DS4-4-660	B-B	48,900	195,650	1948	
BS-6	PCT 8372	PCT 7871 (2nd)	660	BW	DS4-4-660	B-B	?	?	1949	
BS-6	PCT 8373	PCT 7872 (2nd)	660	BW	DS4-4-660	B-B	?	?	1948	
BS-6	PCT 8374	PCT 7873 (2nd)	660	BW	DS	4-4-660	B-B	48,900	195,650	1949
BS-6	PCT 8375	PCT 7877 (1st)	660	BW	DS4-4-660	B-B	?	?	1948	
BS-6	PCT 8376	PCT 7880 (1st)	660	BW	DS4-4-660	B-B	48,900	195,650	1948	
BS-6	PCT 8377-8378	PCT 7881-7882 (1st)	660	BW	DS4-4-660	B-B	?	?	1949	
BS-6	PCT 8379	PCT 7883 (1st)	660	BW	DS4-4-660	B-B	?	?	1948	
BS-6	PCT 8380	PCT 7885 (1st)	660	BW	DS4-4-660	B-B	?	?	1949	
BS-7	PCT 8381-8384	PCT 7886-7887, 7892-7893 (1st)	750	BW	DS4-4-750	B-B	?	?	1950	
BS-7	PCT 8385-8387	PCT 7901,7908, 7910 (1st)	750	BW	DS4-4-750	B-B	?	?	1950	4
BS-7m	PCT 8388	PCT 7912 (1st)	750	BW	DS4-4-750	B-B	?	?	1950	
LRS-12as	PCT 8398-8399	PCT 8062-8063 (1st)	1200	LH	Rd. Sw.	B-B	63,400	253,600	1950	
ES-6	CRI 8400	CRI 574	600	GM-EMC	SW1	B-B	51,625	206,500	1939	41
ES-6	PCT 8401-8402	NYC 575-576	600	GM-EMC	SW1	B-B	51,625	206,500	1939	
ES-6	CRI 8403 (1st)	CRI 577	600	GM-EMC	SW1	B-B	51,625	206,500	1939	41
ES-6	CRI 8403 (2nd)	PCT 8415	600	GM-EMD	SWq1	B-B	49,000	196,000	1949	30
ES-6	PCT 8404-8405	NYC 578-579	600	GM-EMC	SW1	B-B	51,525	206,500	1939	
ES-6	CRI 8406	CRI 580	600	GM-EMD	SW1	B-B	48,925	195,700	1942	41
ES-6	PCT 8407-8410	NYC 581-584	600	GM-EMD	SW1	B-B	48,925	195,700	1942-3	
ES-6	PCT 8411-8414, 8416-8419	NYC 585-588, 590-593	600	GM-EMD	SW1	B-B	49,000	196,000	1949	30
ES-6	CRI 8420	CRI 594	600	GM-EMD	SW1	B-B	49,000	196,000	1949	41

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
ES-6	PCT 8421-8429	NYC 595-599; 600-603 (2nd)	600	GM-EMD	SW1	B-B	49,000	196,000	1949	
ES-6	CRI 8330 (1st)	CRI 604	600	GM-EMD	SW1	B-B	49,000	196,000	1949	41
ES-6	CRI 8430 (2nd)	PCT 8474	600	GM-EMD	SW1	B-B	55,775	223,100	1941	
ES-6	PCT 8431-8435	NYC 605-609 (2nd)	600	GM-EMD	SW1	B-B	49,000	196,000	1949	
ES-6	PCT 8436	NYC 610 (2nd)	600	GM-EMD	SW1	B-B	49,150	196,600	1950	
ES-6	CRI 8437	CRI 611	600	GM-EMD	SW1	jb-B	49,150	196,600	1950	41
ES-6	PCT 8438-8440	NYC 612-614 (2nd)	600	GM-EMD	SW1	B-B	49,150	196,600	1950	
ES-6	PCT 8441-8443	NYC 615-617 (2nd)	600	GM-EMD	SW1	B-B	49,850	199,400	1950	
ES-6	CRI 8444	CRI 618	600	GM-EMD	SW1	B-B	49,850	199,400	1950	41
ES-6	PCT 8445-8447	NYC 619-621 (2nd)	600	GM-EMD	SW1	B-B	49,850	199,499	1940	
ES-6	PCT 8449-8452	NYC 651-654	600	GM-EMC	SW1	B-B	55,875	223,500	1939	42,43
ES-6	CRI 8453	CRI 655	600	GM-EMC	SW1	B-B	55,875	223,500	1939	41,42
ES-6	PCT 8454-8458	NYC 656-660	600	GM-EMC	SW1	B-B	55,875	223,500	1939	42
ES-6	CRI 8459	CRI 661	600	GM-EMC	SW1	B-B	55,875	223,500	1939	41,42
ES-6	PCT 8460-8461	NYC 662,663	600	GM-EMC	SW1	B-B	55,875	223,500	1939	42
ES-6	PCT 8462-8464	NYC 664-666	600	GM-EMC	SW1	B-B	55,525	22,100	1939	42
ES-6	PCT 8465-8468	NYC 668-671	600	GM-EMC	SW1	B-B	55,875	223,500	1939-1940	42
ES-6	PCT 8469-8472, 8475-8480	NYC 672-675 678-683	600	GM-EMD	SW1	B-B	55,775	223,100	1941	42
ES-6	CRI 8481	CRI 684	600	GM-EMD	SW1	B-B	55,775	223,100	1941	41,42
ES-6	PCT 8482-8488	NYC 685-691	600	GM-EMD	SW1	B-B	55,775	223,100	1941	42
ES-6	PCT 8489-8491	NYC 692-694	600	GM-EMD	SW1	B-B	55,125	224,500	1941	42,43
ES-6m	PCT 8492-8493	NYC 695-697	600	GM-EMD	SW1	B-B	56,175	224,700	1941	42
ES-6	PCT 8494-8497	NYC 698-701	600	GM-EMD	SW1	B-B	55,875	223,500	1941-2	42
ES-6	CRI 8498	CRI 702	600	GM-EMD	SW1	B-B	55,875	223,500	1942	41,42
ES-6	PCT 8500	NYC 704	600	GM-EMD	SW1	B-B	55,875	223,500	1942	42
ES-6	PCT 8501-8509	PRR 9201-9203, 9104,9205-9209	600	GM-EMD	SW1	B-B	48,400	193,650	1949	43
ES-6	PCT 8510	PRR 5910	600	GM-EMD	SW1	B-B	48,400	193,650	1942	44
ES-6	PCT 8512-8520, 8522-8528	PRR 9412-9420, 9422-9428	600	GM-EMD	SW1	B-B	48,400	193,650	1950	
ES-6	PCT 8530-8531	PRR 9150-9151	600	GM-EMD	SW1	B-B	48,400	193,650	1948	
ES-6	PCT 8533	PRR 9153	600	GM-EMD	SW1	B-B	48,400	193,650	1948	
ES-6	PCT 8537-8543	PRR 9137-9143	600	GM-EMD	SW1	B-B	48,400	193,650	1948	43
ES-6	PCT 8544-8546	PRR 5944-5946	600	GM-EMD	SW1	B-B	?	?	1946	
ES-6	PCT 8547-8551	PRR 5947-5951	600	GM-EMD	SW1	B-B	48,400	193,650	1946	45
ES-6	PCT 8552-8553	PRR 5952-5953	600	GM-EMD	SW1	B-B	48,400	193,650	1947	
ES-6	PCT 8554	PRR 9154	600	GM-EMD	SW1	B-B	48,400	193,650	1948	
ES-6	PCT 8556-8571	PRR 9396-9411	600	GM-EMD	SW1	B-B	48,400	193,650	1950	
ES-6	PCT 8574-8576, 8578-8579	PRR 9114-9146, 9148-9149	600	GM-EMD	SW1	B-B	48,400	193,650	1948	
ES-6	PCT 8580	PRR 9200	600	GM-EMD	SW1	B-B	48,400	193,650	1949	
ES-6	PCT 8587-8599	PRR 5987-5999	600	GM-EMD	SW1	B-B	48,400	193,650	1948	
ES-8	PCT 8600-8601	NYC 9600-9601	800	GM-EMD	SW8	B-B	58,050	232,200	1950	46
ES-8	PIC 8602-8604, 8605 (1st), 8606-8607	NYC 9602-9607	800	GM-EMD	SW8	B-B	57,657	230,700	1952	5
ES-8	PCT 8605 (2nd)	DSI 15	800	GM-EMD	SW8	B-B	57,657	230,700	1952	53
ES-8	PCT 8608-8623	NYC 9608-9623	800	GM-EMD	SW8	B-B	57,650	230,600	1953	
ES-8	PCT 8624-8627	NYC 9624-9627	800	GM-EMD	SW8	B-B	59,800	239,200	1953	
ES-9	CUT 8628,8630	CUT 9628-9630	900	GM-EMD	SW900	B-B	61,900	247,600	1954	
ES-9	PCT 8631-8646	NYC 9631-9646	900	GM-EMD	SW900	B-B	61,900	247,600	1954	
ES-10	PCT 8647-8650	PRR 9247-9250	1000	GM-EMD	NW2	B-B	62,000	248,050	1948	47
ES-10	PCT 8651-8652	PRR 5921-5922	1000	GM-EMD	NW2	B-B	62,000	248,050	1945	47
ES-10	PCT 8653-8654	PRR 5923-5924	1000	GM-EMD	NW2	B-B	62,000	248,050	1947	66
ES-10	PCT 8655-8664	PRR 9155-9164	1000	GM-EMD	NW2	B-B	62,000	248,050	1948	47
ES-10	PCT 8665-8676	PRR 9165-9176	1000	GM-EMD	NW2	B-B	60,000	248,050	1948	47,66
ES-10	PCT 8677	PRR 5912	1000	GM-EMD	NW2	B-B	60,000	248,050	1941	47,48
ES-10	PCT 8678	PRR 5925	1000	GM-EMD	NW2	B-B	60,000	248,050	1947	
ES-10	PCT 8683-8699	NYC 9500-9516	1000	GM-EMD	NW2	B-B	61,500	246,000	1948	47,49
ES-10	PCT 8700-8704	NYC 8700-8704	1000	GM-EMD	NW2	B-B	61,900	247,600	1946	30,47
ES-10	PLE 8705-8714	PLE 8705-8714	1000	GM-EMD	NW2	B-B	61,800	247,200	1947	
ES-10	IHB 8715-8718	IHB 8715-8718	1000	GM-EMD	NW2	B-B	62,075	248,300	1948	30
ES-10	IHB 8719-8739	IHB 8719-8739	1000	GM-EMD	NW2	B-B	62,075	248,300	1948	47
ES-10	PLE 8740-8749	PLE 8740-8749	1000	GM-EMD	NW2	B-B	61,700	247,200	1949	
ES-10	PCT 8750-8773	NYC 8750-8773	1000	GM-EMD	NW2	B-B	61,900	247,600	1948-9	30,47
ES-10	IHB 8774-8776, 8798,8802	IHB 8790-8796, 8798-8802	1000	GM-EMD	NW2	B-B	61,625	246,500	1940	30,47 66,69
ES-10	PCT 8803-8810	NYC 8803-8810	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	47
ES-10	IHB 8811-8831, 8833-8834	IHB 8811-8831, 8833-8834	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	47
ES-12m	IHB 8835	IHB 8835	1200	GM-EMD	SW7	B-B	61,800	247,200	1949	
ES-12	IHB 8836-8850	IHB 8836-8850	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	69
ES-12	PCT 8851-8855	NYC 8851-8855	1200	GM-EMD	SW7	B-B	61,700	246,800	1950	
ES-12	IHB 8856-8879	IHB 8856-8879	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	69
ES-12m	PCT 8880-8897	NYC 8880-8897	1200	GM-EMD	SW7	B-B	61,550	246,200	1950	
ES-12	PCT 8898-8903	NYC 8898-8903	1200	GM-EMD	SW7	B-B	61,750	247,000	1950	
ES-12	P&E 8904-8906; 8907 (1st); 8908-8910	P&E 8904-8906; 8907 (1st); 8908-8910	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	

(Roster continued next month. All notes in a future issue.)

SWITCH LIST

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PROTECT RAILROAD ITEMS, historical papers, emblems, signs, maps, etc., with clear polyethylene envelopes; 42 sizes to 25x31". Free listing. Samples 50¢.—Nelson, 306-R, Chappaqua, N.Y. 10514.

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"TURBINES WESTWARD." The story of the Union Pacific's turbine era. 160 pages, 300 photographs, roster, drawings, hardbound, $14.95.—Lee Publications, 2804 Goodrich Circle, Manhattan, Kan. 66502.

JOHN EDWARD MOFFAT, Box 101, Oxford, N.Y. 13830, has duplicate timetables, playing cards, and other railroad miscellany from 1960s for sale; very reasonable; no listings.

RAILROAD STATIONERY: Steam, electric, and diesel letterheads designed for your personal stationery. Will draw from your favorite railroad scene or color slide. Samples sent postpaid $1.—MS Travel Films, 6430 Xavier Court, Arvada, Colo. 80003.

NICKEL PLATE PHOTOS. Fourteen 8½x11" photos of the Nickel Plate are in this 1977 NKPHTS calendar. Send $2.50 for each calendar to NKPHTS, P.O. Box 602, Fremont, Ohio 43420.

ORIGINAL DIESEL SLIDES for sale on approval (50¢ cover charge refundable.) Most roads. Too many to list. Also buying collections.—Romano, 3 Nightingale, Edison, N.J. 08817.

CLEVELAND TROLLEYS, INTERURBANS in two books by Harry Christiansen, 320,000 words, 975 pictures, 364 pages, maps. Never a comprehensive work like this. Horse-cars, cables, steam dummies, electrics, interurbans, rapids, trackless trolleys. Exhaustive history tells all—every route detailed, car barns, power houses, complete illustrated roster detailing every car. Shaker Rapid, Lake Shore Electric, Northern Ohio, Cleveland & Eastern; Cleveland, Painesville & Eastern, and much, much more. Going fast. Vol. 2 to 1910, $11.50. Vol. 3, 1910 to present, $12.95. Both $24.95. A must for every railroad library.—Trolley Lore, 11800 Edgewater Dr., Suite 902, Lakewood, Ohio 44107.

RAILROAD FIGURAL RUBBER STAMPS. Figures available: NMRA member emblem, steam, steam & diesel, and diesel locomotives. Others. Write for railroad figure impressions. Figure with name and address $4.95.—Lawson's Rubber Stamps, Rt. 4-RO, Salem, Ill. 62881.

OLD STATE, RAILROAD & COUNTY MAPS. 70-110 years old. All states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

C&NW RR MEMORABILIA, history, railroadiana wanted 1836-1976.—Alden Miller, 3212-34th Ave. South, Minneapolis, Minn. 55406.

20th CENTURY LIMITED GLASSES. Attractively decorated in red and grey, 12 oz. size. Set of six, $12 plus $3 shipping.—Marquis, Box 68, Bryan, Ohio 43506.

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RAIL HISTORY BOOKLETS: The Railroad Handcar, 40 pages $1.60 ppd. The Pioneer, Chicago's First Locomotive, 32 pages $2.35 ppd. Both are attractive, illustrated & inexpensive gifts.—McGraw-Hill Book Store, Smithsonian Institution, Washington, D.C. 20560.

NEW HAVEN 1977 CALENDAR, 13 pictures of steam, diesels, & electrics. $2.50 each.—Treasurer, NHRTIA, 280 North Elm Street, Wallingford, Conn. 06492.

WILKES-BARRE RAILWAYS, 72 pages, over 90 photographs, 6X9 softcover history. $5 plus 30¢ handling.—Ben Rohrbeck, 1003 N. Chester Road, West Chester, Pa. 19380.

CHARLES CONNIFF, P.O. Box 9686, Jackson, Miss. 39206 sells original color slides of pre-Amtrak passenger trains & passenger equipment of L&N, SOU., C of Ga., S.F., I.C., GM&O., S.P., others in South, Southeast, Southwest. List $1 SSE.

RMS CARRIES A COMPLETE LINE of Stephen Greene Press shortline books, including Rails Under The Mighty Hudson River ($6.95). Send stamp for handy catalog to Replica Mail Specialities, Box 2820, Grand Central Station, New York, N.Y. 10017.

PASSENGER CARRYING MINIATURE TRAINS, 3½ to 24" gauges. Steam, gas, new, used, custom built. Photos, brochure $2.—"TRAINS", 142R County St., Seekonk, Mass. 02771.

EMPLOYEE TTS. FOR SALE, 1950's to present, Western lines. Send large SSE, 26¢ postage for list.—Bob Johnston, 703 W. Stewart Ave., Puyallup, Wash. 98371.

QUALITY BLACK & WHITE DIESEL PHOTOGRAPHS; roster & action. Send four 13¢ stamps for catalog & sample photo to Northstar Railroad Photos, RR #3, Box 77, Rochester, Minn. 55901.

The weather was warm on a day last August, but that didn't stop engine crew working on New Hope & Ivyland ex-Cliffside 2-8-0 No. 40 before making regular run between New Hope and Buckingham, Pa.

Bob Storks, 1421 Arch Street, Philadelphia, Pa. 19102

WANTED PIX, INFO WHEREABOUTS B&O cabooses 2600-2665 (Ex BR&P). Active, retired, scrapped.—Don Brown, 24 Fillingham, Rochester, N.Y. 14615.

WANTED: Contact with 35mm camera railfans in following areas: Alaska, Wash., Ore., Miss., N.C., Ark., Duluth, St. Louis, Mobile, Kansas City. Need originals of P&WV, Rdg FAs, ex B&EL Fs on B&D.—Dick Vartabedian, 2210 Lancaster, Bloomfield Hills, Mich. 48013.

WANTED: Old style blue and white Western Union enameled (porcelain glaze) signs. Also older enameled Bell Telephone signs. State size, condition, price, etc. In first letter.—M.L. Johnson, 315 Crissey Avenue, Geneva, Ill. 60134.

JOHN GARDNER, 520 Victoria Park Ave., Toronto, Canada, M4E 3T4 wants to buy postcards of steam locos displayed in U.S. parks or will trade for Canadian & British cards.

BEAUTIFUL 8"X10" color prints, RDG, LV, PC, D&H, etc., $2.95 each. SSE for list (240 prints).—Dale W. Woodland, 402 E. Reliance Rd., Souderton, Pa. 18964.

WANTED: Book "Main Line of Mid-America" by Carlton J. Corliss, 1950; also any information or photos on old railroads in Miss., especially the Y&MV & A&V railroads.—M.C. Nussbaum, 103 Drusilla Lane, Vicksburg, Miss. 39180.

JOHN MARTINEAU, 3632 S.W. 23 Court, Ft. Lauderdale, Fla. 33312 wants to buy slides or prints of SCL, AMT, D&H, Conrail, Bicentennial units, and Alco products.

HIGHEST BIDDER. Iron Horses Santa Fe Trail, Worley, Limited Edition, 250 copies, copy No. 3, autographed, wrappers, slip case, original carton, mint condition. Trains Albums Photographs, Vol. I, II, III, IV. PHOTO ALBUMS, Lind, Rails to High Country and Narrow Gauge. Union Pacific 1969 Centennial Calendar. Cashier check, money order, only.—W. Gibson, 4427 30th St., San Diego, Calif. 92116.

WHAT!! You mean you collect negatives or original slides and you still haven't subscribed to RFM? Don't you want to receive new lists of steam, diesels, traction and mainline electrics, shortlines and industrials, depots, cabooses, maintenance of way equipment, platform observations and bicentennial locomotives? All of this and more is yours six times a year for only $6 or $1.25 for a sample copy. Stop wasting time and money sending for more than one list, shop "Your marketplace of rail photography". *Rail Film Monthly,* P.O. Box 4676, San Francisco, Calif. 94101.

DATE NAILS COMPLETE: The newest and most complete book on the fast growing hobby of collecting date nails. Over 4,200 separate photos of different nails with descriptions and prices. Much additional information on date nails. 352 pages. Soft cover—$15. Hard cover—$22. Other Date Nail books available: Date Nails Brought Up To Date, 1975, 195 pages, $10. And Now Its Nail Time, 1971, 139 pages, $4.95. Date Nail Handbook, 1971, 44 pages, $3.—WESIS Publications "G", 29 Meadowbrook Lane, Cedar Grove, N.J. 07009.

VERMONT RAILROADS lead car seals, date nails, paper, and unusual hardware for sale. SASE to Robert Kent, P.O. Box 786, Orange, Conn. 06477.

"PACING"—ALONGSIDE STEAM LOCOMOTIVES. Latest release features uniquely long, loud, clear, crisp, steady sequences. Hear 4449 in Texas and six minutes pounding upgrade at Covesville, Virginia; eleven unbroken minutes with 4501 in Virginia hills; 2101 (AFT1) arriving in Altoona and over nine sensational minutes climbing Norwood Hill, Kentucky; doubleheader 1246 and 1278 in Vermont; Texas and Pacific 610; and ex-GTW 4070 along the Monongahela. Slow—Fast—Starts—Stops—Slips. Brilliant sound on quality screw-assembled one hour Stereo Cassette. $6.95 ppd First Class-Menkel Sounds, Box 195, Rutherford, N.J. 07070.

FOR SALE: The Westerner Railroader, Feb. 1962—Aug. 1976, excellent condition, best offer for all. Illini Railroad Club, Trolleys to Milwaukee, excellent condition, best offer.—Terry L. McConnell, RR 2, Ash St., Plainfield, Ill. 60544.

SLIDES: Steam, electric street cars, boxcars, cabooses—movies, magazines. Send SSE for list.—Wilda Mongar, Box 110, Caulfield, Mo. 65626.

FRISCO RAILROAD PHOTOS WANTED. Advise. SSE. Need diesel 638.—Dennis Sullivan, 7361 Hardscrapple, Affton, Mo. 63123.

FIRE TRUCKS: Original 35mm slides for sale on approval. Pumpers, ladder, snorkel and rescue units. Custom units include: Coast, Van Pelt, Crown, Howe, Mack, Western States, Seagrave, A-LF, W-LF. Commercial chassis include Kenworth, Peterbilt, Federal, Ford, International, GMC. 8th year selling high quality original slides.—Hammond, 1145 Bedford St., Fremont, Calif. 94538.

SAN FRANCISCO BAY AREA BARGAIN! Over 60 maps, tickets, transfers and tts. for MUNI, BART & Santa Clara County Transit System buses, trolley coaches, street and cable cars and rapid transit. Limited offer for $5.50 from George E. Horn, 1075 Space Park Way, Mountain View, Calif. 94043.

VOL 1, NO. 1, Dec., 1929 Railroad Man's magazine. One copy excellent condition to sell at mail auction, minimum bid $50. All pages complete, no tears, no cut-outs, minor tears on edges of both covers. Closing date Feb., 28, 1977. Mail bids to Dr. W. T. Watkins, 321 Main St., Newport News, Va. 23601.

EMPLOYEES TIMETABLES, PC, NYC, P&E. SSE for list.—Bill Preston, Box 2151, Indianapolis, Ind. 46206.

WANTED: ANYTHING Ft. Dodge, Des Mointes & Southern.—Harry H. Olmsted, 1025 Oakcrest Rd., Arlington, Va. 22202. ●

Coming Events

(No charge for listing here)

Dec.-Jan. 2: annual Christmas Festival, narrow-gage steam. Week-days 4-9 p.m., week-ends 2-9 p.m. (closed Christmas Day). Edaville Railroad, South Carver, Mass.

Dec. 18-19: Valley Railroad Santa Claus rides all trains; gifts for kids. Lv. Essex, Conn., depot 1:15, 2:30, 3:45, 7, and 8:15 p.m.

Dec. 19: Santa Claus Special on New Hope & Ivyland R.R., New Hope, Pa.

Dec. 19: Santa Claus Days on trolley, gifts and hot chocolate for kids. Branford Trolley Museum, East Haven, Conn.

Mid-Dec. to end of March: Winter Wonderland tour each week-end on Algoma Central Ry. Details from Passenger Sales, AC Ry., 129 Bay St., Sault Ste. Marie, Ont., Canada P6A 5P6.

Jan. 22-23: North Shore commemoration week-end at East Troy, Wisc. Operations incl. rides on work equipment and locos. Three-car North Shore train for railfans taking pix. $7.50 covers entire week-end, incl. slide and movie programs. Contact Wisconsin Electric Ry. Historical Society, 3412A N. Fratney St., Milwaukee, Wisc. 53212.

Feb. 11-19: Winter Rails 77 tour of Scandinavian railroading, incl. possible steam in Denmark. Special program on snow removal and unique, very steep, narrow-gage Flam line in Norway, pls tram museum and subway in Sweden. Write Overland-NRHS, 320 Wisconsin Ave., Apt. 511, Oak Park, Ill. 60302.

Feb. 12: Snowflake Special on Morris County Central R.R., Newfoundland to Beaver Lake, N.J., and return using ex-USA 0-6-0 No. 4039, ex-CNJ coaches and ex-D&H caboose. lv. 12 noon; photo run-bys planned. Adults $5, kids $3.50. Details from Robert Blom, P.O. Box 179, Newfoundland, N.J. 07435.

April 23: New Haven Railroad Technical Information Association 15th annual reunion, 9:30 a.m.-6:30 p.m. at Wallingford railroad depot; movies, slides, model displays, dealers and manufacturers. $1.50 preregistration, $2 at door. SSAE for info to Ronald J. Hall, 280 North Elm St., Wallingford, Conn. 06492, or call 203 265-2464 after 6 p.m. ●

Pen Pals Wanted

(No charge for listing in this section.)

Miss Florida Daclizon, Calagio de la Immaculada Concepcion, 45 Gorordo Avenue, Cebu City, P.O. Box 221, Philippines 6401.

Miss Roberta Concepcion (age 38), 777-A Jacosalem St., Cebu City, Philippines 6401, steno-typist, collects souvenirs.

Dennis J. Woznickzka (age 31), 115 Chestnut Ave., Clarendon Hoils, Illinois 60514, single, a rail hobbyist for 19 years, wants to hear from girl railfans.

Miss Vencia Rijares (age 16), 777-D Jacosalem St., Cebu City, Philippines 1401, student, likes to read, collects stamps.

Miss Doris S. Ouano (age 27), 136 Jakosalem St., Cebu City, Philippines 6401, elementary school teacher, likes classical music. ●

Doris S. Ouano

Florida Daclizon

Statement of Ownership, Management and Circulation (Act of August 12, 1970: Section 3685; Title 39; United States Code) 1. Title of publication: Railroad Magazine. 2. Date of filing: October 1, 1976. 3. Frequency of issue: Monthly. 4. Annual subscription price $10.00. 5. Location of known office of publication: 420 Lexington Avenue, New York, New York 10017. 6. Names and addresses of publisher, editor, and managing editor: Publisher, Harry Egner, 420 Lexington Avenue, New York, New York 10017. Editor, Freeman Hubbard, 420 Lexington Avenue, New York, New York 10017. Managing Editor, none. (Associate editor, Gorton T. H. Wilbur, 420 Lexington Avenue, New York, New York 10017. 7. Owner. Popular Publications, Inc., 420 Lexington Avenue, New York, New York 10017; Brookside Graphics, 380 Madison Avenue, New York, New York 10017; David Geller, 380 Madison Avenue, New York, New York 10017. 8. Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages or other securities; None. 9. For optional completion by publishers mailing at the regular rates: Option signed Harry Egner, Publisher. 10. For completion by nonprofit organizations authorized to mail at special rates: D.N.A. 11. Extent and nature of circulation: Average no. copies each issue during preceding 12 months: A. Total no. copies printed 56,502. B. Paid circulation: (1) Sales through dealers and carriers, street vendors and counter sales: 20,343. 2. Mail Subscriptions: 10,796. C. Total Paid circulation: 31,139. D. Free distribution by mail, carrier or other means—samples, complimentary and other free copies: 146. E. Total Distribution 31,285. F. Copies not distributed. 1. Office use, left-over, unaccounted, spoiled after printing: 2,236. 2 Returns from news agents: 22,981. G. Total, 56,502. Actual number of copies of single issue published nearest to filing date: A. Total no. copies printed; 56,568. B. Paid circulation: 1. Sales through dealers and carriers, street vendors and counter sales: 20,229. 2. Mail subscriptions: 9,901. C. Total paid circulation; 30,130. D. Free distribution by mail, carrier or other means—samples, complimentary, and other free copies, 471. E. Total distribution: 30,601. F. Copies not distributed. 1. Office use, left-over, unaccounted, spoiled after printing: 1,242. 2. Returns from news agents: 24,725. G. Total: 56,568. Signed, certified, correct and complete, Harry Egner.

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